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FROM
BRITAIN TO BRITISH COLUMBIA,
 BY
J. P. SHELDON.

Author of "Dairy-Farming" and "A Report on the Canadian and American Meat Trade;" Professor of Agriculture at the College of Agriculture, Downton, near Salisbury, and late of the Royal Agricultural College, Cirencester.

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FROM BRITAIN TO BRITISH COLUMBIA;

OR,

CANADA AS A DOMAIN FOR BRITISH FARMERS, SPORTSMEN, AND TOURISTS.

INTRODUCTION.

To the average Englishman the Dominion of Canada, as it is now comprehensively and properly termed, was a *terra incognita*, just as the North-West Territory was to the average Canadian, not very many years ago. In other words, he knew little or nothing about it. It was vaguely understood that a country forming a considerable portion of the British Empire, lay to the north of the United States, and stretched from the Atlantic to the Pacific; but it was supposed to be a land of forests and fur-bearing animals, with long and severe winters, and of second-rate importance from an agricultural point of view. The great North-West was the happy hunting ground of the Hudson's Bay Company, who naturally desired that it should remain so. Twenty years ago the British North America Act united into one Confederation the Provinces of Ontario, Quebec, New Brunswick, and Nova Scotia—in themselves an empire—and at the close of the Red River Rebellion, three years later, the Province of Manitoba was formed, and the whole of the North-West Territory brought within the pale of the Dominion; in yet another year, 1871, British Columbia came in, followed two years after by Prince Edward Island; but Newfoundland still remains separate and autonomous. The Act of Confederation did away with the Hudson's Bay monopoly, and opened up the country. A flood of light was thrown over the North-West Territory, which was found to contain a vast area of land, free for the most part from forests, and eminently well fitted for farming operations and for emigration. The Dominion of Canada, occupying more than one-third of the area of the British Empire, naturally occupies the front position among Her Majesty's ubiquitous colonial possessions. It is more extensive than the United States, and has a wonderful diversity of soils and climates, along with timber and mineral wealth so vast as almost to defy computation.

With my readers' consent, I propose in the following pages, to take them, in mind, through a trip which I have recently taken in person, and to introduce them to a people who are genial, hospitable, and loyal to the empire which is the mother of us all. The journey will be rather a long one, for it covers a stretch of land and water whose extent can only be realised in full by those who have passed over it; and I can only hope that the recital of my impressions and of the information I have collected at various times and in many places will be as little tedious to them as the trip was to me. I propose to describe what I have seen, and to repeat what I have heard, at all events in part and so far as it relates to what is properly the domain and scope of this report. Not to the experience of this last journey alone shall I confine myself, but I hope to convey to others the essence of what I have learnt in several visits to Canada. The physical features of the Dominion are so vast and varied that I cannot undertake—indeed, the limits of my report will not admit that I should undertake—even to touch, however slightly, on every point and detail in them; yet, as I have in all travelled nigh on thirty thousand miles in that country, noticing things as closely as I could, refreshed by the influence of

repeated visits, I may venture to tell my tale for what it is worth. The flora and fauna of the country, as they are seen in a natural and uncultivated condition, I shall speak of only incidentally, as suits my purpose, and it must be understood that I write from the standpoint of a farmer, chiefly. With the botany, the geology, the natural history of so vast a territory it is expedient that I should have little or nothing to do, first, because they might well occupy volumes upon volumes; and, second, because others will describe them and have already done so in part, and they form a vast study and enquiry in themselves. Final and finished opinions even on the farming practices of Canada, or on Canada as a country to farm in, I shall not presume to offer. Opinions, indeed, of my own I shall hardly venture to give at all, save in reference to broad and general questions, and to special points on which I have definite and ample knowledge; and I shall rather recite impressions, drawing or else suggesting inferences which appear to me to be tolerably clear and obvious. In any case it would not well become a traveller to go on hard and fast, on cut and dried notions of his own in reference to farming customs and practices in a country through which he has passed to some extent as a tourist, even though the express object of his journey was that of making enquiry on the spot, and of the men themselves, into the condition of the farmers, and as to the character of the soil they cultivate, and of the climate under which they live, and of the practices which they follow. I shall therefore give to some extent the opinions of men who have had more or less of residential experience in the country—enough of it to entitle them to be heard—but not necessarily myself endorsing all or any of such opinions. I have on all occasions, alike in the last as in previous journeys, made it my business to enquire and examine as closely as I could into various agricultural features that came within my ken, and it is therefore competent for me to tell a tale which, if erring at all, will err without intent. Away from Halifax to Victoria, from Prince Edward Island to the Island of Vancouver, from the Atlantic coast to that of the Pacific, in every province of the Dominion save those of Saskatchewan and Athabasca, which are not yet touched by any railway, and so are hardly available for emigration, I have taken pains to investigate the position of farmers and the state of agriculture generally, and have personally inspected a greater number of farms than I can now remember. Soils differing greatly in character, systems of agriculture much diversified, many breeds of the different species of domesticated animals, all sorts and conditions of men have come under my notice, so far as they are to be found in Canada; and as to all this I may say that such an enquiry as I have made is intensely interesting; while Canada as a dependency of Great Britain, as a child destined perhaps to outstrip the parent not in population only but in wealth, as a country in fact whose potentialities are beyond estimate, fills the mind of an Englishman with pride on the one hand and with thankfulness on the other, that the swelling population of Great Britain have such a vast and grand domain as their home, if they like, throughout all future time. A man may wander, indeed, in that vast country for weeks on foot and scarcely have passed its fringe; with horses he will practically achieve but little more, even where horses are able to go; and it is only by the aid of steam that he can, in any reasonable time, fairly grasp its immensity. For hundreds of years there will be room enough, and to spare, for all who may care to go. The idea of over-population, and of consequent distress and poverty, is one at which, figuratively speaking, Canada seems to one to snap her fingers. Starvation is a word which, for a long time to come, will not force its way into the vocabulary of the Dominion, save by the people's fault, and so far it has, or ought to have, no reason at all to exist in any practical form of expression. Canadians, as it seems to me, have reason

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for a feeling of satisfaction, so far as agriculture is concerned, in these times of depression, when they compare their lot with that of people elsewhere, in the British Islands for example; and I heard this feeling expressed in various places. I heard the opposite too, at times, but I have ground for a belief that, in these instances, the fault lay less with the country than with the men. I hold an opinion indeed—not hastily formed or on insufficient information, not the outcome of a pre-conceived idea, or even with a wish as father to the belief—that emigrants of the right sort, men of toil with wives of care, steady, industrious, and frugal folk, may do very well in Canada, may live contentedly year in and year out, may start their children fairly in the race of life, and may put by a store to sustain old age or “against a rainy day.” “Man,” we know, “is doomed to toil like the polype of the ocean,” as someone has said, and this is true in Canada as in any other country; but the reward for toil is greater in the New World than in the Old, while the curse on idleness is the same in both. I am, in fact, convinced that men who fail in Canada fail through some fault of their own which is natural or acquired—through want of sense or conduct, through feeble health or lack of application. These general views I hold firmly enough, and shall try to give my ground-work for them as I proceed. They are of the nature of impressions, broad and comprehensive no doubt, which may be regarded as the boiled-down essence of a great mass of evidence. They do not pretend to be infallible, and must be taken *cum grano salis*, subject to approval or disapproval by men whose experience of Canada is as wide or wider than my own. Even as I write these words I have received a letter from an Englishman in Manitoba who consulted me before he went out, now six years ago; he had little or no capital to go with, save what is embraced in a wife and family of young children. True, he is not a farmer there, though he was to some extent in England, and he has succeeded well in business. He is now worth more than fifty thousand dollars, which sum in his hands will go on increasing. He says, in his letter:—“We have done very well since we have been here; we have a nice home of our own, a solid brick house; so you see I have every reason to be thankful that I came.” Testimony such as this is, of course, very gratifying to me; but I am aware that he could not have done so well in farming. He is, of course, a steady man, and, I need not say, has quite his share of brains and application. He speaks of Englishmen who have done no good as farmers and thinks the fault is chiefly their own; the fact remaining that the canny Scot and the German or Russian Menonites succeed better as farmers in Manitoba than the average Englishman. For this, however, it is obviously the average Englishman who is to blame.

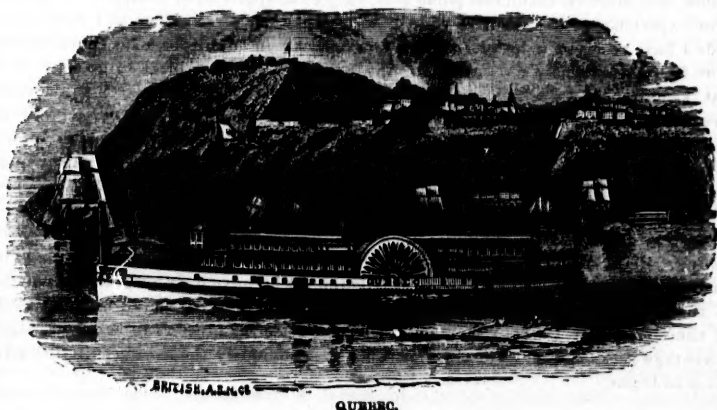
THE ALLAN LINE.

Under this designation runs one of the largest and most successful steamship companies so far known to the world. In skill allied to caution lies the secret of its success, as in safety lies its reputation. For five and thirty years its steamers have carried the mails under contract with the Canadian Government, and the number of people—emigrants, business men, and travellers—who have crossed in those boats is simply and literally enormous. The part and lot it has had in building up the Dominion of Canada, in adding to the population of that vast country, and in developing its resources so far, suggests a train of thought that is full of the deepest interest. The Allan Line, in fact, is contemporaneous with Canada's rapid progress in modern times. It has taken out the producers, and brought in the products. It has woven the warp and woof of a fabric which binds together very strongly the peoples of the Old World and the New, and it is weaving still! With the history of Canada it is, and will remain, inseparably associated.

The vast work already done by it is an earnest for the future, to whose requirements it will be found adaptive and equal. I speak of the Allan Line thus, because it has carried me pretty often across the Atlantic, and always pleasantly—always safely.

On my last way West I travelled in the "Sarmatian," which is known as the Royal boat, because H.R.H. the Princess Louise, Marchioness of Lorne, repeatedly crossed in her during the Governor-Generalship of the Marquis of Lorne. The "Sarmatian" is known as one of the most strongly-built vessels afloat in our merchant marine; and I am able to speak of her sea-going qualities and of the comfortable quarters she supplies. There are faster ships than the "Sarmatian," though her officers speak of her as "the yacht,"—but none more seaworthy, or safer in a gale on the Atlantic. The officers and heads of departments sustain, with their subordinates, the reputation which British merchant sailors have won for courtesy and consideration toward those who travel with them, and our voyage out was as much in the nature of a holiday as a trip across the Atlantic can conveniently be. We had no less than 515 passengers, consisting of 105 saloon, 85 intermediate, and 325 steerage; besides whom there were a crew of 111, and one mail officer—in all, 627 persons.

The voyage was without any incident of an uncommon nature, and we did not see even an iceberg on the way. In eight days' time we were in the mighty St. Lawrence river, and in less than nine had reached the picturesque City of Quebec



The well-wooded banks of this wonderful waterway were, of course, very welcome after so much of the restless blue of the ocean, and everybody's spirits rose at the prospect of land. Four or five hundred miles of a sail in a noble steamship on the bosom of such a river, from its mouth below Rimouski, where the mails are landed, to the handsome City of Montreal, is, alone, a treat worth crossing the Atlantic for, even if none other of the many wonders of the vast continent of America were visited. The approach to Quebec, the shores of the river dotted with villages and the white farmsteads of the French Canadians, the green grass fields and the yellow ones of grain, the vast ranges of mountains on either side—all of them clothed with trees to the very tops—the pleasant islands on the way, the striking water-fall of Montmorenci, the numerous houses of gentlemen not far from the city, and the clear and balmy atmosphere everywhere, form one of the most pleasing and animating of panoramas, perhaps the most so of any in the world that is approached from the sea. The Citadel of Quebec, standing on a commanding promontory

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between the two rivers St. Lawrence and St. Charles, with streets clustering beneath as if for protection, and with imposing buildings around, forms a most striking and imposing spectacle as we approach; and if we stay till evening the electric light, high up aloft, adds a new element of beauty to the scene. To the memory of Wolfe, who won Canada for us at the cost of his life, a monument stands plainly in view, and on the rock beneath the Citadel is a tablet to indicate where Montgomery fell. For a distance of nearly two hundred miles from Quebec we speed onward to Montreal, where, if they wish it, saloon passengers are now landed, instead of at Quebec as heretofore. This portion of the river, the banks being low and flat for some distance inland, and more thickly populated, is different from that east of Quebec, but it is very interesting, and the river is wide and noble to a degree. Lastly the spires and roofs of Montreal come into view, nestling cosily beneath the great Mount Royal from the summit of which one of the finest views imaginable is obtained of the city and the broad, shining river beneath, and, somewhat reluctantly, we prepare to go ashore.

During the voyage I had an opportunity of going with the purser on a tour of inspection through the ship. My object was to notice the accommodation given to steerage passengers, and the food with which they were supplied. Necessarily the space allotted to each passenger was limited, but everywhere cleanliness and order prevailed, and I was struck with the complete absence of impure air or unpleasant odours; the ventilation indeed was perfect, and the light sufficient. Dinner was being served as we passed along, consisting first of soup, which I tasted, followed by fish, then by beef, with vegetables *ad lib.*—the mealy potatoes bursting through their skins in a manner most inviting; puddings to follow, and plenty of everything, with appetites to match! It is doubtful indeed if many of these steerage passengers ever fared so well on food for a week together in any previous bit of their lives, for everything was good, and there was no stint of anything. The steerage passengers land at Quebec, where they are taken charge of by officials of the Dominion Government, at whose head is Mr. Stafford—genial and painstaking as ever—and sent to their destinations by the Grand Trunk or else the Canadian Pacific Railway. The system under which emigrants are forwarded to any part of the Dominion they desire has stood the test of many years, and works with a minimum of friction. It is a most important system, and has been well perfected in all its details,—necessarily so, for it has to deal annually with many thousands of emigrants, numbers of whom would be in sad straits but for the help thus beneficially afforded. The landing of some hundreds of men, women, and children from an ocean steamship, on a shore so far from home, is a sight full of interest. Where are these people going? and how will they fare in the new country? are questions which rise spontaneously in the mind, to be answered later on as we travel through the provinces and the great North-West. Each of these people has left a home in the old country to find another one in the new, has parted from friends and associations, from native place and fatherland; each one has known the sorrows which come of such a parting; each one hopes to make new friends and to establish a new home, and these are hopes which can and will be realised by those who try. I have spoken at some length on this branch of the subject, because it is the first great step which is taken by each and every emigrant.

THE CANADIAN PACIFIC RAILWAY.

I come now to the next great step in our journey—the most recent and wonderful of railway corporations. From its eastern terminus at Quebec to its western one at Vancouver, this marvellous road of steel rails stretches over an unbroken distance of more than three thousand miles. It is the longest railway in any country under the control of one company and one board of directors. No other line can compare

with it in rapidity of construction. No body of railroad magnates ever surmounted so many gigantic obstacles in so short a time. No enterprise of the first magnitude was ever put through with such energy and so successfully. Failure was predicted in many places; and, lo! the world is dumb with admiration of a grand achievement. But there are croakers still—men who were enemies from the first; men who cannot brook predictions falsified; men who, having told one big lie to begin with, consider their consistency demands the telling of a hundred more; men who have not the magnanimity to say a word in favour of that which they hastily condemned at first. Yet the Canadian Pacific Railway is an accomplished fact, several years anterior to the date stipulated for. And it is a fact of the greatest National and Imperial moment. It is, indeed, a stupendous monument of engineering enterprise, the extent and character of which must needs be seen to be realised. But for profound belief in its feasibility, in the teeth of many sinister predictions of failure, the men who made it could not have made it. It is one of the few mundane enterprises for which admiration grows with familiarity. Personally I have, and have had, no fiscal interest in it. I speak of it as I know it, wholly free from bias, *pro* or *con*. My interest in it is that which may be shared by every Briton who is proud of the achievements of his race. More than once have I gone over it from Montreal to British Columbia, and, after an interval of three years, I am much impressed with the measure of consolidation which has been attained. The road is now firm and thoroughly well ballasted, from the Atlantic to the Pacific, and heavy trains run over it smoothly, safely, and expeditiously. The trains are punctual, well appointed, and replete with accessories to luxurious ease in travelling. The Pullman cars are unsurpassed, and probably unsurpassable, in comfort, day and night. Sleeping in them is pleasant and easy in all respects, and at any time; the rattle of the wheels is muffled by a double floor with packing between, by double windows, and so on, and the boat-like motion induces slumber in the night; it is as if one slept on the bough of a tree in a gentle breeze, or in a hammock on the ocean. A dining car is attached to the train in the morning, in time for breakfast, and runs with it until after supper; these cars are elegantly and excellently appointed, marvels of ingenuity and taste; and capital meals are supplied at 75 cents, or three shillings, each. The officials of the road, specially the conductors and porters, are civil and obliging to a degree which, on various railways in America, might be copied with great advantage to all concerned, even to the officials themselves. The uniforms worn by conductors and Pullman porters, particularly the latter, are singularly neat and pleasing in material and design. The "Colonist" cars are Pullmans, minus the luxurious fittings in velvet and the elaborate carvings in wood, plain but pleasing, substantial, and very comfortable. The seats are transformed into beds at night, and above them are other beds, folded up in the day and let down at night, from the side-roof of the car, in a most ingenious manner. The baggage arrangements relieve the traveller of all trouble and anxiety: he "checks" it to his destination, where, on producing his checks, his property is handed over, sooner or later, as he may want it, and he has nothing to pay for storage, as he would have on some lines in England. As a matter of fact, he is treated much better in various ways in Canada than he is in England by the railway companies. In the matter of baggage the Canadians justly claim to be ahead of us; and the elasticity of their ticket system, under which the traveller may, in most towns of importance, book his journey, and even his seat, in the Pullman—book them at the company's office in town, and so avoid the crush which commonly occurs at English booking-offices at the stations—is certainly another boon conferred on travellers on the western side of the Atlantic. Of the famous Bell Farm, at Indian Head, I have spoken at some length in my report of 1884.

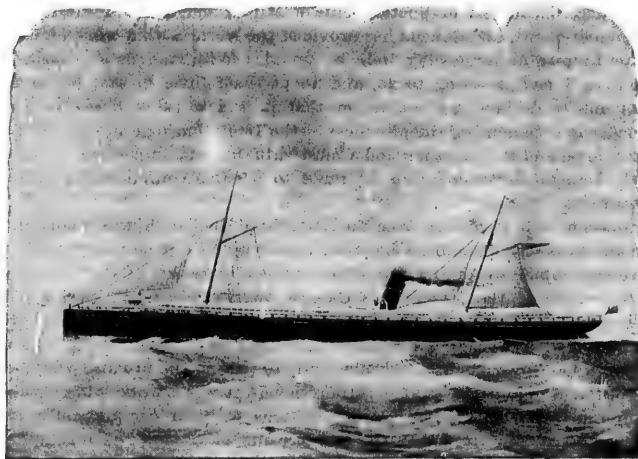
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In the preface to the first edition of "The North-West Passage by Land"—one of the most charming books of travel in the English tongue, and the sequel of a journey undertaken by Viscount Milton and Dr. Oheadle five-and-twenty years ago—the authors state that "the true North-West Passage is by land." Many attempts have been made, in times gone by, to discover a North-West Passage by water, and all of them without success. No further attempt is likely to be made in that direction, for the Canadian Pacific Railway has solved the problem of the North-West Passage, and solved it in accord with the prophetic words of Milton and Oheadle. It is an extraordinary achievement, and Canada has provided the world with a work of wonder of which the Empire at large may well be proud. With the fiscal considerations involved in it I have nothing to do, and about them little to say, but it is competent for me to declare my conviction that it is a work of first-class Imperial importance. It is cementing the provinces of the Dominion together as nothing else could have done, and it is another and a most valuable and important string to the bow of the Imperial Government in reference to possible complications in the East, in the future.

A trans-continental railway from the Atlantic to the Pacific was a hope in which sanguine and far-seeing Canadians had been indulging for a good many years. These men were not numerous at first, but their number increased as the time went on. The confederation of the provinces of Canada, twenty years ago, gave a powerful impetus to the scheme, for it was found to be indispensable on high political grounds, and was laid down as a leading condition in the Act of Confederation. The newly-formed Dominion Government set about shortly to redeem the promise which induced British Columbia to join the Confederation, though it was a work whose magnitude was enough to make an Empire pause. Various political complications arose in connection with it, and at length the fact became clear that the machinery of a Government was not well-calculated to perform such a work. In 1875, however, the work was begun in earnest, and went on with varying energy until 1881, when the Government wisely chartered the Canadian Pacific Railway Company in order to have the task well and punctually completed. Meanwhile several sections of the road were in progress of construction, and portions of them in operation, and ten years were left of the period at the expiration of which the entire road had to be completed. More than half the time had already gone, and less than half the work was done. But the new corporation contained men well up in railroad enterprise, who approached the huge task with faith in its feasibility, and with all the necessary energy, and the result was that the entire line was in actual operation in the spring of 1886, no less than five years before it was necessarily due. The contributions made by the Dominion Government to the company, for the accomplishment of this great national work, were \$25,000,000 in cash, 712 miles of road already constructed at a cost of \$35,000,000, and 18,000,000 acres of land alongside the road. For the remainder, scrip was issued, and the capital of the company stands at about \$130,000,000. It was hardly expected that the line would be a paying concern for several years at first, but I have authority for stating that it pays already a considerable sum over working expenses, and we may confidently assume that its record will improve year by year. The first railway in Canada, a short one of sixteen miles in the province of Quebec, was opened in 1836, and now—fifty years later—we may step from the ship to the train in Montreal, and, without a change, go right through to the Pacific!

Each evening of the week, except Sunday, a train leaves Montreal for the Pacific Coast at 8.20, and arrives at Vancouver after a lapse of 5 days, 17 hours, and 10 minutes, which is at the average rate of just about 500 miles per day of 24 hours.

After a time these trains will cover the distance in four and a half days. The west-bound train is called the "Pacific Express," and the east-bound train the "Atlantic Express," and the distance each way is covered in the same time. The all-rail route runs up the Ottawa Valley to the city of Ottawa, a distance of 120 miles, and forward due west to Port Arthur, at the head of Lake Superior, a further distance of 873 miles. The Lakes route is by train to Toronto and Owen Sound, a distance of 469



CANADIAN PACIFIC LAKE STEAMER: OWEN SOUND AND PORT ARTHUR.

miles from Montreal. At Owen Sound, passengers embark on one or other of the company's powerful Clyde-built screw steamers which run to Port Arthur, a distance of 521 miles, in 40 hours, passing through a great deal of beautiful lake and river scenery. In the section indicated—that is, between Montreal and Port Arthur—it will be seen that an alternative route is provided; and I may say that the Lakes route is well worth doing, when the weather is favourable.

The Canadian Pacific Railway, however, affords another alternative route, of much greater scope than the one just described, viz., from England to China and Japan, and it is a route which will shortly command its share, or perhaps more than its share, of the through traffic between the countries named. I will give my reasons for this last statement. Already, it must be understood, the Canadian Pacific Railway has chartered steamships running from Vancouver to Hong Kong and Yokohama; these will shortly be replaced by first-class steamers belonging to the company, and subsidised by the Imperial Government for the conveyance of mails; these new steamers will shorten the voyage on the Pacific by two or three days at least, though the time occupied from Liverpool to Yokohama is already shorter than by any other route. My authority for this statement is Mr. Yamio, a Japanese gentleman, who went out with us to Quebec in the "Sarmatian" and who had repeatedly travelled between England and Japan by the Suez Canal and the San Francisco routes. Mr. Yamio informed me that by taking the Canadian Pacific, he would save five days as compared with the San Francisco, and ten as compared with the Suez Canal route, while he would be £10 in pocket as compared with either of them. The new route, therefore, is tolerably certain to be

The west-
the "Atlantic
all-rail route
, and forward
distance of 873
distance of 459

a favourite one with Oriental travellers, not alone because of the economy in time and money, but also on account of its greater scenic attractiveness.

THE CANADIAN PACIFIC RAILWAY COMPANY'S LANDS.

The Canadian Pacific Railway Company offer for sale some of the finest agricultural lands in Manitoba and the North-West. The lands belonging to the company in each township within the railway belt, which extends 24 miles from each side of the main line, will be disposed of at prices ranging from \$2 50c. (10s. sterling) per acre upwards, according to location and quality, without any conditions as to cultivation

Detailed prices of lands can be obtained from the Land Commissioner at Winnipeg, J. H. McTavish, Esq. These regulations are substituted for and cancel those hitherto in force.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a deed of conveyance of the land will be given; but the purchaser may pay one-tenth in cash, and the balance in nine annual instalments, with interest at 6 per cent. per annum, payable at the end of each year

SYSTEM OF SURVEY.

The Canadian North-West is laid off in townships 6 miles square, containing 36 sections of 640 acres each, which are again sub-divided into quarter sections of 160 acres. Each square on the land map represents a township of 640 acres. A road allowance, having a width of one chain, is provided for on each section-line running north and south, and on every alternate section-line running east and west. The following diagram shows a township with the sections numbered and apportioned:—

TOWNSHIP DIAGRAM.

640 ACRES.			N.			
1 MILE SQUARE.	31 C. P. R.	32 Gov.	33 C. N. W. or C. P. R.	34 Gov.	35 C. P. R.	36 Gov.
	30 Gov.	29 Schools.	28 Gov.	27 C. P. R.	26 H. B.	25 C. N. W. or C. P. R.
	19 C. P. R.	20 Gov.	21 C. N. W. or C. P. R.	22 Gov.	23 C. P. R.	24 Gov.
	18 Gov.	17 C. P. R.	16 Gov.	15 C. P. R.	14 Gov.	13 C. N. W. or C. P. R.
	7 C. P. R.	8 H. B.	9 C. N. W. or C. P. R.	10 Gov.	11 Schools.	12 Gov.
	6 Gov.	5 C. P. R.	4 Gov.	3 C. P. R.	2 Gov.	1 C. N. W. or C. P. R.
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C. P. R.—Canadian Pacific Railway Company's Lands. GOV.—Government Homestead and Pre-emption Lands. **SCHOOLS.**—Sections reserved for support of Schools. **H. B.—Hudson Bay Company's Lands.** O. N. W.—Canada North-West Land Company's Lands for as far west from Winnipeg as Moose Jaw only. Sections 1, 9, 13, 21, 25, and 33, from Moose Jaw westward, still belong to the Canadian Pacific Railway Company.

It will thus be seen that the sections in each township are apportioned as follows:—

OPEN FOR HOMESTEAD AND PRE-EMPTIONS.—Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

CANADIAN PACIFIC RAILWAY SECTIONS.—Nos. 1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35.

Nos. 1, 9, 13, 21, 25, 33, along the main line, Winnipeg to Moose Jaw, sold to Canada North-West Land Company, the balance of their lands being in Southern Manitoba

SCHOOL SECTIONS.—Nos. 11, 29 (reserved by Government solely for school purposes).

HUDSON'S BAY SECTIONS.—Nos. 8 and 26.

GENERAL CONDITIONS.

All sales are subject to the following conditions:—

1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.

2. All taxes and assessments lawfully imposed upon the land or improvements, to be paid by the purchaser.

3. The company reserves from sale, under these regulations, all mineral and coal lands; and lands containing timber in quantities; stone, slate and marble quarries; lands with water-power thereon; and tracts for town sites and railway purposes.

4. Mineral, coal, and timber lands and quarries, and lands controlling water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilise the same.

5. The company reserves the right to take without remuneration (except for the value of buildings and improvements on the required portion of land) a strip or strips of land 200 feet wide, to be used for right of way, or other railway purposes, wherever the line of the Canadian Pacific Railway, or any branch thereof, is or shall be located.

Liberal rates for settlers and their effects will be granted by the company over its railway.

I will now invite the reader to accompany me on a trip over the Canadian Pacific Railway—the "C. P. R.," as it is universally designated in Canada—from Montreal to Vancouver, noticing the more remarkable scenes and places on the way:—

MONTREAL.

Two and a half centuries ago the Indian village of Hochelaga occupied the site of the city's park of to-day and now the handsome city of Montreal has, with its suburbs, an estimated population near upon a quarter of a million. The name of the place is an abbreviation of "Mount Royal," the commanding eminence beneath whose shelter the city stands. With the broad St Lawrence in front, and the lofty Mount Royal behind, the city occupies one of the finest sites imaginable. From the summit of the mountain a majestic view is obtained of the city, the river, and the country beyond; probably this view is, of its kind, unequalled in the world, and no one visiting Canada ought to miss it. Montreal is known as the "City of

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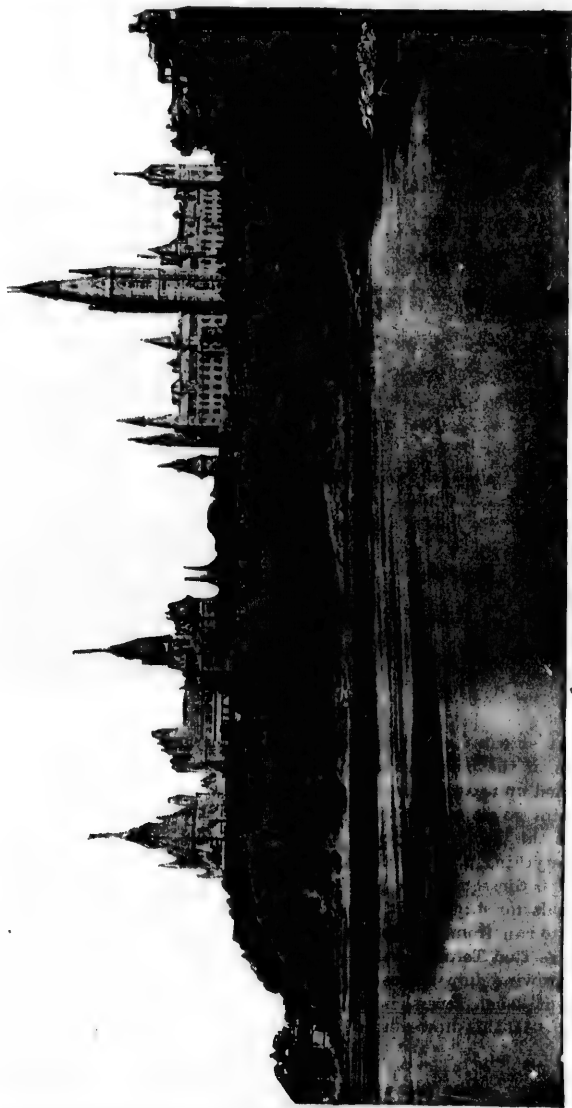
CITY OF MONTREAL.

To a great extent the city is built of the limestone which abounds, and a large proportion of the buildings are of a solid and substantial character. During the summer, and up to about the middle of November, a great number of steam and also sailing ships go up to Montreal, but in winter the St. Lawrence is frozen up, and Halifax is the port until spring. Montreal, in fact, is the chief Canadian port for almost everything, a good deal of the trade of Quebec having retreated inland thus far, and it is consequently a place of commanding commercial importance. In this age of canals for shipping, it is quite feasible, I think, that means will be found for steamers to run from Manchester to Toronto, and possibly even to Chicago. Many men believe that Toronto will eventually become the largest city in the Dominion, and its growing importance will probably demand that ocean ships shall have access to it; such access, indeed, would not require works of a very formidable character. All this, however, is in the air at present.

OTTAWA.

The valley of the Ottawa, through which the Canadian Pacific Railway takes its way to the west, is well worth seeing; but the steamboats up the river afford by far the most comprehensive access to the scenic charms of the valley. The river, indeed, with its lake-like reaches here and there, should be traversed once by

those who like fine views of land and water combined, for the Ottawa is indeed one of the several very fine rivers in Canada. The valley, generally speaking, is well



PARLIAMENT BUILDINGS, FROM THE OTTAWA RIVER.

settled, and a large acreage of land has had its heavy primeval forest cleared away. The city of Ottawa is the political and administrative capital of the Dominion, and

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is situated just within the province of Ontario, at the junction of the Rideau river with the Ottawa. The Houses of Parliament, flanked by Departmental Buildings, are perhaps, all things considered, the handsomest set of buildings in any country and they occupy an unrivalled position on a high and handsome promontory,



PARLIAMENT HOUSE, OTTAWA.

round which the Ottawa flows. These buildings are very striking indeed, of magnificent proportions, and of Gothic architecture highly ornate in character. They are built of cream-coloured sandstone, with red sandstone corners and casings—



BRITISH A.B.N.C.

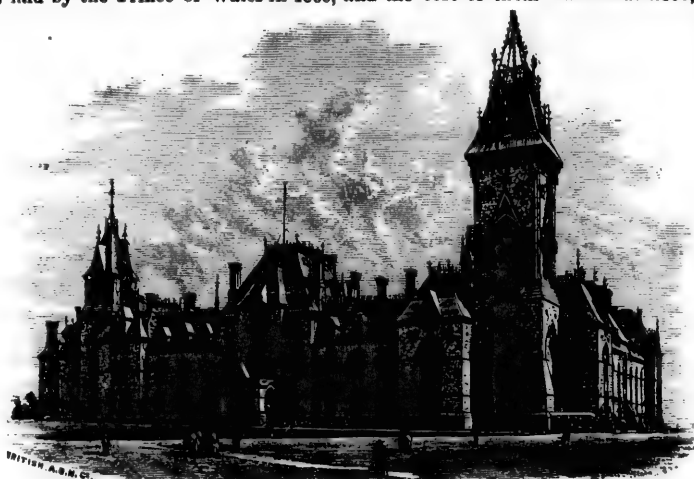
DEPARTMENTAL BUILDINGS, OTTAWA (WEST BLOCK).

PARLIAMENT BUILDINGS, FROM THE OTTAWA RIVER.

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a combination which falls with a pleasing effect on the eye. The foundation stone was laid by the Prince of Wales in 1860, and the cost of them was about £800,000

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DEPARTMENTAL BUILDINGS, OTTAWA (EAST BLOCK).

sterling Save and except the Canadian Pacific Railway, there is no great work of man in Canada of which the Canadian people may be so justly proud as of the Public Buildings at Ottawa. The annexed view of the Parliament Buildings shows the main building and the west block, the east block lying as far on the other side as the west block lies on this side of the central structure. It may be doubted if any city in Canada is, relatively speaking, increasing in population as rapidly as Ottawa, so far. Formerly a mere lumbering town, to which industry it is still very largely devoted, it is rapidly becoming a place of general commercial and manufacturing importance; and it has already, because it is the administrative centre, become the leading home of the social and political aristocracy of the Dominion.

TO WINNIPEG.

Away from Ottawa to Winnipeg, a distance of 1,114 miles, the railway runs for the most part through a rocky and well-timbered country, containing here and there greater or lesser areas of land suitable for agriculture, once it is cleared of timber and drained. Numerous rivers are crossed, and lakes, great and small, are skirted on either hand. The course of the line is more or less sinuous all the way to Port Arthur, accommodating itself to valleys which lend facilities for the construction of a railway. Save for lumbering and mining industries, which await certain and very extensive development, the country along this portion of the route would not ever be likely to become thickly populated. It is known, however, that vast stores of minerals, whose extent cannot yet be even estimated with any approximation to correctness, are in existence in various parts, while the wealth of timber is there to be read by him who runs. Approaching Lake Superior the scenery becomes beautiful and even magnificent in places, and there are many examples of bold and difficult engineering. The northern shore of Lake Superior is extremely rocky and precipitous, of volcanic origin, deeply indented with bays of irregular size and shape,

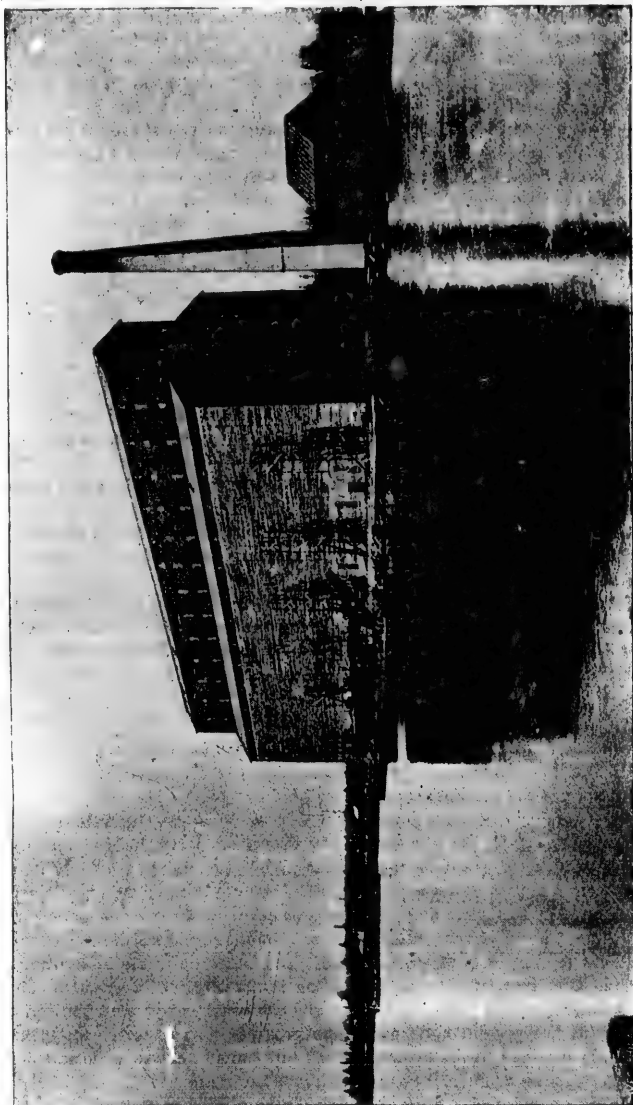
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GRAIN ELEVATOR AT FORT WILLIAM.

height, perpendicularly. Granite, sandstone, igneous conglomerates, columnar basalt standing on end like the pipes of a lofty organ; rocks that are grey, or brown, or blood-red, and some of colours mixed—this is the sort of chaotic geology through

which the line is laid. And the train slips along through numerous tunnels, cuttings, natural gorges, over bridges, viaducts, and vast embankments; sometimes along the foot of a precipice, and again high up among the crags; sometimes along the shore of the lake or one of its numerous bays, and again a mile or two away. Perhaps the prettiest if not the finest scene in this portion of the route is where the Nepigon river is crossed, but it is difficult and possibly invidious to pick out one portion from so much that's beautiful.

The thriving town of Port Arthur is situated on the shore of the lake, away from the rocky region, the coast being flat and tame. When I saw it first, seven years ago, it consisted of a few houses and stores little better than huts; now it is a town of nigh on 4,000 people, with many large and substantial buildings, long piers and wharves running out into the lake for the convenience of the great shipping trade that is done, and a large grain elevator for the storage of wheat. Port Arthur, along with Fort William, at the mouth of the Kaministiquia river, a few miles away to the west, form together the shipping point on the lake for the Canadian Pacific Railway, and turn a considerable portion of the North-West traffic down to Owen Sound, Collingwood, Sarnia, and other places to the south. At Fort William is another elevator, whose capacity is 1,200,000 bushels of grain. These places have been evolved as it were out of the overflow of the Canadian Pacific Railway, for they were insignificant before the railway came along. To the west the country is again rocky, for the most part, and heavily timbered as usual. The district is rich in minerals of various kinds, a valuable silver mine having very recently been opened out. At Rat Portage, 297 miles west of Port Arthur, the line skirts the northern end of the Lake of the Woods, perhaps the handsomest of Canada's great inland sheets of water; it is nearly a hundred miles in length and of varying width, thickly studded with wooded islands, hardly numbered as yet, and of great beauty everywhere. Here too is seen a geological curiosity in the form of a junction of the vast Huronian and Laurentian systems of rock. The province of Manitoba is entered at Rennie, 1,322 miles from Ottawa, the whole of which distance lies within the province of Ontario. At Selkirk the prairie and farming region begins, and stretches for a thousand miles right away to the Rocky Mountains. Canada is, indeed, a country of magnificent distances!

THE CITY OF WINNIPEG.

The city of Winnipeg is situated in the wide and level and extraordinarily fertile valley of the Red River, at the confluence of the Red and Assiniboine rivers. Twenty years ago the old Fort Garry, a trading post of the Hudson's Bay Company, was solitary on the spot, save for a few huts and wigwams; now it is a handsome city of nearly 30,000 people, and constantly growing. It is the distributing centre and the eastern focal point of the great North-West, and is probably destined to remain the chief city of that vast region. The growth of the city, for a few years on either side of 1880, was quite phenomenal; then occurred a period of reckless inflation in land values, known as the "boom," whose collapse checked alike the expansion of the city and the prosperity of the province. The boom did immense harm all round, and the reaction from it carried everything into a slough of despond much farther than there was any need to go. The city and the province are both well on the road to recovery at the present time, and their progress, it is to be hoped and expected, will be wisely directed in the future. The Manitobans have "touched sand" in these fiscal matters, and a boom, alike unreasoning and unreasonable, is not likely to lead the people astray again for some considerable time to come. They have had their period of rampant but unhealthy prosperity, followed by one of adversity, and the lesson will not soon be forgotten. These violent fluctuations seriously impeded for a

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time the tide of immigration and the settling of the province. The boom had caused a rush in one direction, and the panic which followed sent it off in the other. Men's heads were turned by the speculative spirit of the day, and had to be restored to position. The few who were wise and cautious came well out of the trouble; the many who were otherwise were "stuck," with greatly depreciated property on their hands. This is now all a thing of the past, a matter of history, but the effects of it have not yet disappeared. Men have had, of course, to shake themselves down the best way they could, or submit to be shaken down, into harmony with the new order of things, and a casual observer would think they had done so with considerable success. For Winnipeg is quite a busy hive, the people are evidently in good heart, and the place is increasing in size and improving in various ways, and the province is raising more grain than before and is already going pretty extensively into stock-breeding and the manufacture of cheese and butter. In 1880, I spent some little time in Winnipeg, again in 1884, and yet again in September of the present year. On each occasion I saw, for no one could help seeing, very striking advances achieved, alike in the size and the architecture of the city. There are now very many excellent buildings, public and private, hotels, warehouses, Governmental and municipal buildings, and so on, some of them very large. Main Street, one of the finest and broadest thoroughfares in Canada, is now well paved with blocks of wood, and the volition and comfort of the people have recently had considerable facilities granted. The cloud, indeed, is lifting—has already lifted to a great extent—and the Manitobans are people who "never say die." Farms may be bought on very reasonable terms within sight of Winnipeg, as the following advertisements, copied from the *Manitoba Free Press* of Sept. 19, will plainly show:—

FOR SALE—228 ACRES OF LAND, WITH
1. a mile frontage on the Red River. 50 acres bush. About 100 acres high rolling prairie; balance, hay. 40 acres cultivated; two log houses; log stable for about 40 head. Good locality; only \$1,600 cash, worth \$2,500.

FOR SALE—240 ACRES EXCELLENT
1. Land for Mixed Farming, surrounded by wood and a river; 12 miles from the city; only \$600. Owner leaving Manitoba next week.

WESTWARD HO!

"Go West, young man," said Horace Greely many years ago; and it must be admitted that Americans and Canadians alike have obeyed the injunction tolerably well. Ontarians have gone to Manitoba, and Manitobans have gone to Assiniboia, and Britons have gone everywhere. Indeed, the injunction has been too much obeyed, and many have gone farther only to fare worse. A curious spirit of restlessness pervades, or did pervade, the people of Canada, but the spirit is tamer than it used to be. A larger proportion of emigrants have remained in Manitoba this year than in several previous ones. Ontarians go west, and should go west, a good many of them; but the Manitobans have discovered that there is no province equal to their own; so at least, many of them say. And, indeed, it is true enough of Manitoba, and of the eastern half of Assiniboia, that there is nothing west of them to induce farmers to go at present. Millions upon millions of acres of good land there are in Manitoba and eastern Assiniboia still to be taken up, so what is the good of going farther west? Thousands of acres of good land there are west and east and south and north of Winnipeg, within sight of the spires of the city, that is being held by speculators who are now tired of holding it, and would be glad to sell out at a price which is really intrinsic for agricultural land. Farther away there is plenty of land which may be homesteaded from the Government, free of cost, to the extent of a quarter section, or 160 acres; and an additional quarter section may be pre-empted at a moderate price per acre. I have driven over vast areas of such land in Manitoba and eastern Assiniboia, in the north of both provinces,

all of it accessible by a railway, and it would seem to be undesirable for settlers to go farther west at present. I shall probably have more to say on this subject later on, and meantime we must go west on our journey.

Leaving Winnipeg for the west, the train strikes out into a great plain, which appears to be perfectly level for scores of miles. Much of this land, alongside the railway at all events, has never yet been under cultivation. Hundreds of hay ricks, however, are seen upon it, and thousands of cattle and sheep grazing, and also many horses. Many railroads radiate from Winnipeg, but my remarks at present relate to the Canadian Pacific Railway. Forty-five miles west of Winnipeg stands the town of Portage-la-Prairie, in the midst of a district which may, I fancy, be regarded as the cream of the province, so far as quality of land is concerned. Portage-la-Prairie is so named because in old times it was known as the nearest point on the Assiniboine river to Lake Manitoba, and goods were carried or "portaged" from one to the other. Fourteen miles away to the north lies Lake Winnipeg, an extensive sheet of fresh water, which moderates the climate in respect of unseasonable frosts; and the immunity of the district from this most serious enemy of the arable farmer in many other places, stamps Portage-la-Prairie as one of the most favourable sections of country in the whole North-West. The value of the land is from \$10 (or two pounds) per acre up to \$70, according to situation, quality, and nature and extent of improvements in the form of buildings, fences, and cultivation. Virgin prairie of excellent quality runs from \$20 to \$30 per acre, favourably situated, but without improvements. This land is not, properly speaking, the prairie, but the widened-out valleys of the Red and Assiniboine rivers, which mingle their waters at Winnipeg. The course of the last named river is marked away to the south by a belt of trees, and scores of



A RAILWAY STATION ON THE PRAIRIE.

well-tilled farms are seen in that direction away from the line, with pleasant-looking houses peeping out from among the trees; while to the north are vast meadows and pastures, and cattle without number. Away a few miles from the

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town lives my old friend, Mr. Kenneth Mackenzie of Burnside, who came to Manitoba from Ontario some twenty years ago and located himself before the land was taken up, or the town, or even the city of Winnipeg, had any practical existence. The district from Portage and Burnside to Carberry is called the "Beautiful Plains," and beautiful indeed it is to him who has an eye for wheat. In my two visits to this locality, going to and returning from the west, the wheat was being cut and stacked, and afterwards thrashed. As far as the eye could reach, aided by a strong field-glass, the plains were one vast sea of grain, lazily waving to and fro in the bright sunlight; later on, the landscape was thickly dotted over with ricks, many of which were being put through the thrashing machine and turned into cash. It is a valuable peculiarity of the wheat in the North-West that, owing to the dryness of the atmosphere, it is fit for thrashing even out of the stooks, and almost the day it is cut. The straw is set on fire when the thrashing is done, to get rid of it, for at present it can be put to no profitable use. Vast quantities of clean, bright straw are annually burnt—straw that would fetch £3 to £4 a ton in England at the present moment. To burn the straw in this fashion, vast heaps of it, where it was thrashed, looks like wanton destruction; all the same, however, there is at present no help for it, though in course of time the straw will be utilised in cattle sheds in winter, and turned into manure to enrich a soil which then will need it. As we are now in the Portage-la-Prairie county, I may as well transcribe notes taken of the farming experience of an old settler:—

Mr. James Bowman bought in 1882, in the boom period, a farm of 320 acres for \$9,000, or \$28 per acre, say \$5 10s., nearly. There was a stable, granary, and small house on the farm, and 204 acres had been ploughed and backset. Two men put in the seed, 1½ bushels per acre; in the fall, 3,600 bushels of wheat at 85c. and 3,000 or oats at 50c. were sold; the thrashing cost 5c. a bushel, and other wages, for harvesting, &c., and a son's time not reckoned, came to \$250; 67 acres were in oats, 1 in roots, and the rest in wheat. The account stands thus:—

Cr.—By 3,600 bushels of wheat at 85c.	\$3,060
" 3,000 " oats " 50c.	1,500
" 1 acre of roots, say... ..	40
	3,600
Dr.—To thrashing	\$330
" other expenses, say	370
	\$2,900

Here, then, we have nearly one-third of the cost of the farm repaid in produce in the first year. Mr. Bowman had the farm in his own hands and "ran it," as the Americans say, until October 1886, when he let it on lease; terms: landlord finds one-half the seed, pays half the cost of thrashing, and receives half the produce. This year's crop has yielded 3,500 bushels of wheat, 2,300 of oats, and 1,050 of barley. Wheat was worth 53c., oats 25c., and barley 30c. per bushel at the time. The account therefore would be as follows:—

Yield.	
3,500 bushels of wheat at 53c.	\$1,855
2,300 " oats " 25c.	575
1,050 " barley " 30c.	315
	2,745
Landlord's share in gross...	1,372
Half cost of seed, say	\$100
" " thrashing, say	170
Landlord's share, net ...	\$1,202

If we set aside the \$202 to meet repairs and taxes, &c., there is the net sum of \$1,000 accruing to the landlord, which, as he said, would be 11 per cent. on the original cost of the farm. Mr. Bowman is an agent and has farms to sell which will do equally well with his own, he says, if men with capital will come out and work them properly. If the landlord gets 11 per cent. as rent in times like these, with wheat scarcely more than half a dollar a bushel, land at the current rate, which is perhaps about one-half what Mr. Bowman paid for his, ought, as it would seem, to return a very handsome percentage to an occupying owner, who would do his work well, in the form of owner's rent and occupier's profit. Land is summer-fallowed once in a while, by the better farmers, in order, chiefly, to kill the weeds, of which "lamb's quarter" is the most common. This particular weed, though tall and vigorous in growth, ought not to be a very difficult weed to deal with; it certainly is not comparable with couch or twitch grass (*Triticum repens*), which gives so much annoyance to arable farmers in the Old Country. The summer-fallowing which the land in Manitoba gets, certainly does not err on the side of being too much of a good thing; it consists, as a rule, of one ploughing only during the summer, the weeds being turned under. Once-harrowing at least should be done after the ploughing, in order to close up the seams and cracks in the furrow-slices, and to cause the weeds to rot all the more thoroughly. As the matter stands, with once-ploughing only and no harrowing to follow, we see the weeds rearing up their heads along the furrows and ripening their seed with impunity. Thoroughly buried, these weeds, ploughed under before they have arrived at their full growth, will form a good green-manuring; and one year's rest in four would be none too much for land which is devoted entirely to wheat.

Here is a list of prices that were current in Portage-la-Prairie in Sept., 1887:—

Wheat,	53 to 56	cents per bushel of 60 lbs.
Oats,	25 " 27 "	" " 34 "
Barley,	30 " 35 "	" " 40 "
Potatoes,	20 " 25 "	" " 60 "
Beef,	4 " 8 "	" per lb.
Mutton,	12 " 15 "	" "
Pork,	8 " 12 "	" "
Cheese,	12 " 15 "	" "
Poultry,	8 " 10 "	" "
Eggs,	14 " 16 "	" per dozen.

Away to Carberry and Brandon are seen, on both sides of the line, farms which are excelled by those in the Portage country only, if indeed by them. Crops that would be called good in England, so far as bulk is concerned, are seen all along the road; and it must be borne in mind that a crop of wheat in Manitoba will yield a great deal more grain, probably one-third more at least, in proportion to the bulk of the straw. At Brandon I saw growing in a garden, potatoes, cabbages, beets, turnips, carrots, onions, and "green corn," the last named a species of maize whose ear of grain is eaten as a table vegetable. The land is rolling, the soil black, and as far as one could see there was wheat, wheat, wheat—nothing but wheat, but plenty of that. It was estimated that over a million bushels of wheat would this fall be trained from Brandon alone. The straw is shortish, very bright and clean, with an almost complete absence of weeds; yet, as there is no purpose at present to which it can be put, it is simply burnt. From Griswold 250,000 bushels would be marketed, as against 140,000 last year. The best sample of wheat (No. 1. Hard) was worth from 54 to 58c. at harvest time, the first week in September. In many parts the wheat crop was estimated to exceed 40 bushels per acre, and the oat crop 75. Summer-fallowing

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is found to be very beneficial to the land, with fall-ploughing after it, or cultivating in spring. A furrow eight or ten inches deep, the dry surface soil turned under and fresh subsoil brought up to the surface, to be operated on first by the mellowing influence of the sun, then by the disintegrating and mellowing power of frost, is no doubt a good feature in a sound system of cultivation. New soil brought up from below needs oxidising, and is all the better for a good roasting under a September sun, before the seed is put into it. This need—this law of vegetable nutrition—is recognised, though perhaps not consciously so, in the practice which prevails on the prairie of "backsetting" the first ploughing that is done. This is what it is: a shallow and broad furrow is turned first of all, early in the summer, and in the autumn it is turned back again with two or three inches thick of subsoil on the top of it; consequently, what was the grassy, original surface of the prairie is now a few inches below the surface, with soil over it that was originally under it. And herein occurs the recognition spoken of, for the backsetting is done in the autumn as a preparation of the seed-time of the spring to follow. When land has been autumn-ploughed, as soon as possible after the crop has been removed, and a downpour of rain occurs, the soil is saturated to a considerable depth; this moisture freezes solid, and, when spring time comes, gives off moisture to the growing crop—gives it off slowly for weeks as the subsoil thaws. Early in the spring, so soon as the surface of the land has thawed a couple of inches deep, the seed-grain is put in, and its moisture is supplied by capillary attraction from the softening frost below. Besides which, the frost has mellowed the soil, and the air has oxidised it, and the tender rootlets of the young wheat plant can freely permeate a mellowed soil which has also, chemically speaking, been specially prepared for them by the atmosphere. All this is very beautiful, no doubt, when rightly understood; but it is something more—it is very useful and beneficial to man.



SETTLER'S HOUSE.

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Sheep are being cultivated with success. They are found to be very prolific in so fine an atmosphere, with thousands of acres of prairie grass to pick and choose from. In summer they cost absolutely nothing, save for shepherding, for they run at large on unappropriated prairie. It used to be said that "spear grass," whose awns are sharp and spear-like, and have a knack of penetrating into things, would make sheep farming impossible on the prairie where it grows. This, however, is found to have been a scare, with little or no foundation, and that "spear grass" is a bugbear whom nobody now is frightened at. Anyway, the sheep themselves don't seem to mind it, and nobody else has need to. In these dry regions, where water is scarce,

and creeks and lakes and rivers are few and far between, sheep are far less trouble than cattle or horses, for, comparatively speaking, they are independent of water. In winter they are in sheds surrounding an open yard, into or out of which they run or not as they like, and are fed on hay. A ton of hay—Canadian ton, 2,000 lbs.—will winter three sheep; and any quantity of hay is to be had for the harvesting of it in the swampy land. The ewes commonly bring two lambs each, and sometimes three; and I heard of spring lambs being sold to the butcher, in September, at \$8 each. The Qu'Appelle Valley and vicinity, a district of very large extent, is found to be well adapted to sheep husbandry as well as to other branches of agriculture. The continued low price of wheat has caused farmers to turn their attention to what is vaguely termed "mixed farming," and the settled parts of the North-West are gradually becoming the home of cattle, sheep, and horses.

Thrifty, hard-working settlers, who understand how to farm, get along well in the Qu'Appelle district. Four years ago a German, with three sons and \$300, came into the country. This year they have 300 acres of land under wheat, from which they have a yield of 11,000 bushels. An average of 35 bushels per acre, throughout the district, is estimated for the current harvest, and some crops will reach 50 bushels. The crop of 1887 is certainly a very good one, and it thrashes out unusually well. The grain, as a rule, is well fed, plump, bright, and of very good quality. Frosts occur some years in late August and early September, doing considerable harm to the ripening grain; but it is expected, and I think reasonably so, that such early frosts will become rarer, and, perhaps, disappear altogether, when the country becomes more thickly populated and the land is more widely and generally cultivated. A remarkable fact in reference to the province of Manitoba is the recent drying of many swamps, which the people think will remain dry. This phenomenon, which I found to extend to many parts, is supposed to be owing to a progressive system of surface draining, which has influenced swamps at a distance. It is, however, more probably owing to a cycle of dry seasons, and will most likely be altered by a cycle of wet ones—wet, that is, for Manitoba. Anyway, the fact exists; and I heard of one farmer who this year sowed with oats the dry bed of what was till recently a shallow lake, simply harrowing them into the bare, dry mud. The crop is said to be very heavy—as might, indeed, have been expected—and, though sown late in the spring, it will probably have ripened in the very fine September which the people have enjoyed. The drying up of these damp places is supposed to have had something to do with the absence of early frosts.

In reply to a series of queries propounded whilst I was in the North-West, I have received the following letter:—

"ASSINIBOIA, October 29, 1887.

"DEAR SIR,—In accordance with your request I write you respecting my experience and views of this country; and in the first place I must state that my experience will not coincide in every respect with that of every one else, though I think it will with the majority.

"I came out from England in April, 1884, three and a half years ago; and I think early in that month is by far the best time of the year for anyone to come out. Seeding begins in this country about April 10th, and if a labourer arrived here the first week in April the chances are that he would get work without much trouble, as it is an exceedingly busy time, and extra hands are required on a farm. Farm labourers as a class are not likely to do well in this new country, although a few more than we have at present would be very desirable.

"The class of emigrants that are likely to do best are those with capital and some knowledge of farming; and the minimum capital an emigrant farmer—a single

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man—should bring out with him is £400. To try to begin farming on less than that would be hard, miserable work. A married man, with a family of course, would have to bring out more; and I should certainly advise married men to come out, even with young children, as the climate, so far as I can see, seems to suit them splendidly, and, more than that, schools are springing up in all parts of the country, for which most efficient teachers are obtained. The younger an emigrant is the better chance he has to get on—it is difficult to put a limit as to age. As to wheat-growing, my opinion is that it is going to be one of the chief features of this country, as the climate and soil are admirably adapted for it; mixed farming, though, is a more promising pursuit. The question as to how the fertility of the soil is to be maintained is a difficult one, unless fallowing after every crop will do it. After a few more years' experience we shall know.

"Horse-breeding is likely to be exceedingly profitable, as the climate is dry, and, when running out all the year round, they keep fat and healthy.

"Taking this country all round, it is one of the best of the British Colonies for British emigrants, if not the best. It has a splendid climate, and diseases incident to man and beast are almost unknown. Cyclones, hurricanes, and earthquakes, which visit the States at intervals, never appear on this side the border. The winters, of course, are cold, but not so much so as to prevent them being exceedingly enjoyable. Cereals, and all kinds of root crops, grow to perfection; and cattle running on the prairie grass all summer are rolling-fat in the autumn.

"I remain, faithfully yours,

"J. F. M."

The writer of this letter is a son of a manufacturer in the Staffordshire Potteries. He, no doubt, would take out with him £400, or even more, and he naturally thinks every emigrant ought to have a similar sum in his pocket when he lands on Canadian soil. This, however, cannot be, and I may remark that I have conversed with many prosperous farmers in Canada who started with much less than £400, and even with, in some cases, nothing at all. Instances of such men are given later on in this report, —not selected instances, but such as happened to come in my way. All the same, however, an ample capital is, no doubt, a great help to an emigrant, if he knows how to use it wisely; but he may, if he likes, get on very well with one to which the term "ample" would hardly be properly applied. Mr. Malkin does not think there is room for many farm labourers as such, and that farm labourers as a class are not likely to do well "in this new country." Well, if a man goes out as a labourer and remains a labourer, that is *prima facie* and conclusive evidence that he has not done well; but farm labourers of the right sort will become farmers ere long; and men go to Canada to rise, not to remain stationary, and if they do not rise it is, as a rule, their own fault.

I herewith append a letter from another Staffordshire man, who is settled in Manitoba:—

"SIR,—As there are so many enquiries made regarding Canada as a field for emigration, I have taken the liberty of endeavouring here to give the very best information I can respecting the Province of Manitoba.

"The steamship rates for passengers are now made so reasonable that it is not such a very great item to muster up enough to bring one to Manitoba, if only for experience. But it is chiefly to those bent on working their way up, with or without capital, that this province offers the greatest inducements; and to this class, if they are prepared at the first to rough it a little and not afraid to work, the prairies offer such chances for fine soil that can be made by labour into the very best of farms. This

fine land, at first prairie-grass land, is generally clear from any obstructions that would make it any way difficult to improve and work; the roughest of unimproved lands have often more than half that can be ploughed without stones or ponds; wood and water are seldom so very difficult to get.

"I am four years out in Manitoba, and from South Staffordshire, England, and I am well prepared to say, without exaggerating, that strong farm workers come here, and without capital, or not more than £10; they secure their 160 acres homestead by paying the fee of £2 ls. 8d. and work for other farmers, do their land duties, etc., and often make the best of settlers here in course of time. But if they have about £100 it will at the first enable them to have their own house, stable, team of oxen, cow, pigs, plough, harrows, and waggon—so that, whether it be a married man or single, you have your home on what will be your own land; besides, you will be able to derive some benefit from your land after the first year. And, until your farm is in shape for cropping, there are chances (quite plentiful) for earning money in many ways, helping other farmers, and with boys or young women too—the demand for them is great—the particulars respecting wages for males and females can be easily ascertained. So that, if you have a class of people for farm work, there are plenty of chances for them here. A young man has written to me, stating he has £10 and the clothes on his back, and wants to know if by any honourable means he could be his own master, and I have given him everything as straight as possible, with the chief thing—that he must not be afraid to work, and, in return, he would have the chance held out to him of being his own master on his own land. Of course it is two or three years before any man accomplishes all this, so that during this time one must exercise patience, be careful, and keep clear of any debt or encumbrance, look well what is before you, and, no matter whether your capital is much or little, you must economise in every way at the first and not lay out more money than you see some return for. So that it is not always the amount of capital that is the most important thing; in Manitoba it is by working your way up, whether you have capital or not. I enclose my address in Manitoba, and will at any time give any further information.

"I am, yours &c.,

"A. H."

The farmers of the North-West have been and still are discussing, with much interest, the reputed merits of a variety of Russian wheat which has been introduced into the country on, I believe, official authority and recommendation. It was introduced in the spring of 1886, small experimental parcels of it being sent out to farmers in various districts. I have seen reports from several of these men, all of them speaking highly of the early maturity, the cropping capacity, and the apparently high quality of the new wheat. The early maturity side of the question is the most important feature in the estimation of Canadian farmers, and this wheat is said to be from ten to fourteen days earlier than the Red Fyfe, which is the kind universally grown in the North-West. That it will be superior, or even equal, in quality to the Red Fyfe may well be doubted until proved by the highest practical standard, viz., that of its milling properties. The Red Fyfe has, I understand, the highest reputation of any wheat known to the great millers of the United States, for hard and "flinty" milling properties. This is believed to be owing to the singularly high proportion of gluten which it contains. Gluten is an elastic substance, which becomes brittle when dry; it has the same percentage composition as the albuminoids, but it may be separated into two distinct substances, the one soluble in alcohol and the other not so, and it is therefore not a simple proximate principle or element. It contributes greatly to the nutritive properties of the

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flour of wheat, and gives the much-valued toughness and tenacity to its paste—hence its superiority from a confectioner's point of view. These properties, or rather the high proportion of them, possessed by the Red Fyfe wheat of the North-West, are, we may safely assume, the result partly of the soil in that region, but chiefly of the climate. It is understood to have been introduced, in the early part of the current century, by the Earl of Selkirk's colonists in the Red River Valley, and has been grown ever since in Manitoba. It has thus become, to all intents and purposes, thoroughly acclimated to the North-West, and possesses whatever properties the soil and climate of that great and peculiar region can confer. The Red Fyfe, as its name would indicate, is popularly understood to be a Scotch variety of wheat, but no wheat grown in the British Islands to-day can compare with that of Manitoba and the North-West in the properties indicated. There is, however, some diversity of opinion as to the origin of this special kind of wheat, and my friend, Professor Fream, is inclined to believe it to have been originally obtained from Russia. It is said that the best quality of wheat is produced at the northern limit of its profitable production, and so it is that American millers buy Canadian wheat to grade up their own in the rollers. Supposing and admitting, therefore, that the Russian wheat so much spoken about in Canada has the property of early maturity to a degree superior to that of the Red Fyfe, the question arises—will it retain that property after having been grown for some years in the North-West? or will the climate bring it to the level of the Red Fyfe? This can only be proved by the lapse of time and by experiment. The Red Fyfe, indeed, has early maturity enough under favourable conditions; it has been twice in the sack in 90 days, the seed and the crop. This can only be done in a country whose climate is uncommonly stimulating, and whose soil responds to the climate. In Manitoba this is essentially the state of things, and so it is that the seed time and the harvest are separated by so short an interval of time. The merit of early maturity claimed for the Russian wheat is probably, if substantiated, its only one in comparison with the Red Fyfe, for, while it is said to be quite as heavy a cropper, it is inferior in quality. But in any case its early maturity is the point on which the question of its suitability turns, because ten days will often save a crop from destruction by frost. Ten days, indeed, are often everything to the wheat farmer of the North-West at the close of the ripening period. Once quite ripe, the wheat is safe; but while the grain is immature, a frost will greatly injure it, or perhaps ruin it outright. This Russian wheat, in one instance, was sown four days later and was ripe eight days earlier than the Red Fyfe, side by side on the same soil; sown on the same day the Russian variety might, by parity of reasoning, have been ripe twelve days before the Canadian, and these twelve days might make all the difference needed between success and failure in years when early frosts come on. In any case, there is reason an encouragement for experiments lasting long enough to get the Russian grain acclimated to Canada. Time and patience will demonstrate the question in all its bearings, and will prove whether the foreign grain is or is not equal to the native in early maturity, in yield, and in quality. Northern grain is found to deteriorate in England, after the first two years; but its growth in those two years is commonly so vigorous as to pay for importation of seed from Scotland. The vigorous growth and early maturity of the Russian wheat in Canada may be and probably are owing to the stimulating influence of a change in soil and climate. Recent enquiries in Russia, published in St. Petersburg, have elicited the fact that wheat grown in the northern provinces of that empire ripens in about sixteen days less time than that grown in the southern. This points to the enervating influence of a southern climate, and will be found to hold true in other countries than Russia.

and with respect to other things than wheat. Canadian farmers ought by this time to know that the Red Fyfe wheat will be earlier ripe when earlier sown, and they will be well advised to have the land so far prepared in the autumn that when spring comes the seed can be put in without delay. This in any case will be a good practice to adopt, whatever may be the result of experiments with Russian wheat.

I saw many excellent crops of wheat all over the place; the North-West wheat crop of 1887, indeed, has been good all through the country, as a rule. My good friend, Mr. Acton Burrows, estimates—in the *Winnipeg Morning Call*—the Manitoban wheat-yield to amount to upwards of twelve million bushels, of which ten millions are available for export. His estimate of barley is two million, of oats five million, of flax one hundred and eighty thousand, and of potatoes two million seven hundred and fifty thousand bushels.

FRUIT.

Portions of the eastern provinces of Canada have long been famous for fruit of various kinds, specially the larger kinds, as apples, pears, plums, and peaches; and the people of the North-West, where such fruits have not hitherto been successfully grown, naturally feel themselves at a disadvantage. Severe as the winters are on fruit trees in Ontario, Quebec, and the Maritime provinces, they are more so in the North-West, and in many of the Northern States of America. Efforts are now being made to procure varieties of apple and other fruit trees that will stand the winters of the West. It has long been known that European Russia possessed certain very hardy kinds, and America has obtained some of her hardiest kinds from that country. Five years ago Professor J. L. Budd of the Iowa Agricultural College, and Mr. Charles Gibb, an eminent horticulturist in the province of Quebec, paid a visit to many of the northern fruit-growing districts of Russia, and found in some of them dwarf kinds of trees which resist winters whose severity is greater than that of the winters of America and Canada. During a period of no less than six to eight hundred years apple trees that are mere bushes, yet bear an abundance of fruit in favourable seasons, have been gradually acclimatised in the northern part of Kasan, which is 600 miles nearer than Quebec to the North Pole. As a result of this journey, upwards of 100 varieties of apples, about 40 of pears, 30 of plums, and 40 of cherries, are now being tested in the experimental grounds of the Iowa Agricultural College, and it is confidently expected that many of these will be found suitable for any or all of the coldest habitable portions of the American continent.

The question of fruit in the North-West naturally correlates with that of forestry. I have aforesaid called attention to the need of tree planting on the prairies, with the view not only of improving the climate and increasing the rainfall but also of beautifying the country. The permanent success of agriculture in its varied branches depends, to a greater extent than is generally understood, on the climatic and hydrologic influence of woods and forests, and the reforestation of the North-West ought to proceed alongside of the settlement of the country. The economic value of trees is at all times great in settled countries, besides which they are of great service in breaking the force of the wind, and in reducing the fury of the blizzards, which, however, appear to be more frequent and disastrous in some of the Western States of the Union than in the North-West of Canada. A humorous American informed me that he believed there were farms in the North-West on which were raised the blizzards which swept down into the States with such pitiless fury. On the great plains of the States, he said, the people have cellars into which they can dive, like gophers, when they see a blizzard approaching! Well then, the best way to disestablish blizzards, to break the winds, to increase the rainfall, to

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irrigate the country, to promote the growth of grass and green crops, and to beautify the landscape, is to plant trees wherever they are wanted. There can be no doubt that the barren and arid character of certain extensive areas of prairie in the North-West is owing chiefly to their treelessness; for the land is not all naturally bad. To plant an empire with trees sufficient for the purposes I have indicated is of course a task of enormous magnitude, easier said than done. The spontaneous efforts of individuals cannot be relied upon or expected to perform such a task, and it should therefore be taken in hand by Government. As a condition attaching to grants of land from the public domain, the Government might wisely require, wherever needed, the planting of trees, and would do well to supply the necessary encouragement and supervision. The young trees themselves are procurable in limitless numbers in the Canadian forests; and the most suitable and profitable kinds should be supplied to settlers on easy terms. The treelessness of the prairies probably is owing to the fires which for ages have swept the plains in autumn; yet, on this point, certainty of opinion is hardly obtainable. Commonly, where rivers are found, there are belts of trees which the rivers, forming a break, have protected against the prevailing winds which carry the prairie fires along. Nature, indeed, would soon cover the plains with trees, but for one of nature's most destructive agents—fire. Prevent the fires, if possible, and trees will soon appear; and, indeed, in many parts of the country, reforestation will be aided by the cultivation of the land, because cultivation checks the fires. This, however, will not be enough, for the best sorts of trees will hardly come by natural means. Yet, after all, the prairie fires—repeated, for aught we know, annually for hundreds and perhaps thousands of years—have saved incalculable labour on the part of the North-West farmers. But for these fires the prairie might for the most part have been covered with a forest, to clear away which would have involved enormous toil; now the land is bare, save for dwarf scrub here and there, and the plough meets with but little obstruction.

RANCHING.

In the vast district to the south and north of Calgary, and lying in what are called the "foothills" of the Rocky Mountains, is found the great ranching country of Canada. There are minor ranches elsewhere, but this is where all the great and most of the smaller ones are located. South of Calgary there is a ranching country said to contain upwards of four million acres; north of it the area is also very extensive, though, perhaps, less so than in the south. In the genial company of Major Milburne, of Brighton, and Dr. Edmunds, of London, I drove some 200 miles in this very interesting country, visiting one of the largest of the ranches, which I shall presently describe. The district has considerable altitude, being from three to four thousand feet above the sea level. The town of Calgary, the commercial and social metropolis of the ranching country, is situated in a saucer-like hollow, near the junction of the Bow and Elbow rivers, and is 3,388 feet above the sea. It is the capital of the province of Alberta, and is reputed to contain the finest shops and the most wealth of any town of its size in Canada. Its population is said to be 2,000, a not excessive estimate, I imagine. The town and the surrounding country are not by any means attractive to the eye, chiefly because of the absence of trees; it is hilly enough around to be pretty, but it has a look so cold and bare, so forgotten and desolate, that I wonder the authorities of the place do not bestir themselves and plant some trees. An "Arbor Day" would be a fine institution in Calgary. The town is well arranged, and fairly well built, but its sanitary arrangements are, I fancy, susceptible of some improvement. Its water supply is limitless, powerful, and of the finest quality—cold and clear. To what extent the water is laid on in the

town I am not aware, but its potentialities are equal to any demand. The place is, of course, supported chiefly by trade with the ranchers, of some of whom it is the frequent haunt. Not a few well-bred young Englishmen, whose friends suppose they are leading the sweet, pastoral life of a cowboy, spend a good deal of time in it. They linger there day after day, always about to go but never going. That their minds are good to go finds proof enough in the fact that all the while they are in their "war paint," ready for the saddle. With legs encased in leather, and heads thatched by wide sombreros, these *dilettanti* cowboys look picturesque enough for anything. Well, how can they help it?—help lounging around the town, I mean? On a ranch there is little to do in summer, no round-ups, no cutting-out, no corralling, no branding; and the time is pleasanter killed in Calgary. His "cuyuse" is in the livery stable, and he thinks nothing of a canter of 50 miles away to the "shack" on the ranch. His "pater," no doubt, supplies him with shekels, and so the time goes merrily on in learning the business of ranching. "These young Englishmen," said a shrewd and experienced rancher to me, "are well-spoken and polite. They can give you some Latin and Greek, but they know nothing about hitching a horse or making a fire; they know how to dress. Still, they are willing, as a rule, to learn their work, and would be more so if they had no allowance from home—this spoils some of them."

The "Red Deer Country," north of the town some sixty miles, is said to be one of the best in the province for stock. All the way up to Edmonton, indeed, the country is, I am assured, a good one for stock farming. Pastures are good, hay is plentiful, and roots can be grown to any extent. Still is there room for men with capital in the ranching line, in a country as yet but barely touched. The editor of the *Alberta Live Stock Journal*—a very useful paper, printed in the interests of ranchers—says, "A few years more will develop the Red Deer Country into one of the best farming districts we have;" and he speaks highly of it as a country with plenty of wood, grass, hay, water, and natural shelter. So far north as Edmonton good crops of wheat are grown, and this is owing to the fact that the isothermal line runs in a north-westerly direction along the great prairies east of the Rockies, giving to Edmonton a climate which is not enjoyed all along in the same latitude. It is said that wheat would be a success in the foothill country for a considerable distance, if only the farmers would plant it in the autumn, so as to give it an early start in the spring; the frost, too, I was informed, does not throw the young plant out on the surface during the winter or in early spring. Wheat, indeed, is grown in sheltered and low-lying portions of the foothills, here and there in places. As a general thing, however, wheat will not do for that country, because of the frosts of summer and early autumn; oats, too, are precarious for the same reason; and potatoes are frequently cut down in summer. Mr. Martin, one of the big ranchers south of Calgary, informed me that his potatoes were cut down on June 6, and again on July 7. He is getting his oats and potatoes from Manitoba. The fact seems to be that these crops, owing to summer frosts, are altogether too unreliable to be worth growing in the ranching country. Mr. Martin has cowboys, he told me, who cannot even read, to whom he pays up to \$800 or \$900 per annum—rather a handsome salary for illiterate men. Surely he has not many of these, perhaps only one or two, for cowboys earn elsewhere \$40 a month, plus bed and board.

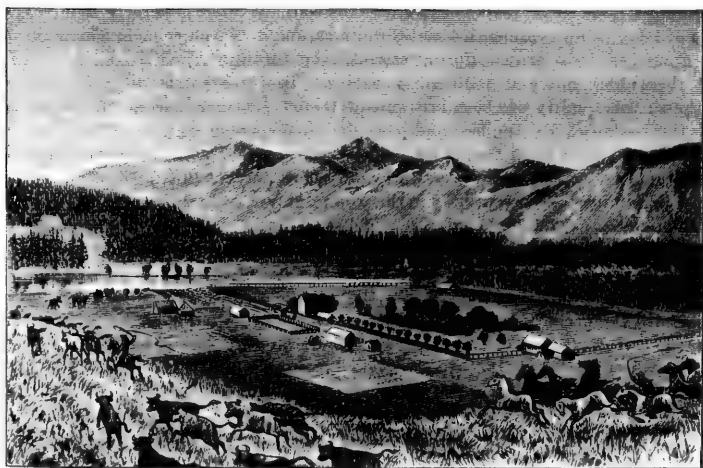
"The big ranchers make no money," said a man of experience one day in Calgary to me; "they live away, and have too much expense to meet." The small rancher, living on the spot, and looking after his own stock, can keep down expenses, and do the best in other respects. On the other hand a young English rancher said, "Not enough money in 2,000 cattle; you want at least 5,000 to do

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any good." This is from the standpoint of a man accustomed to wealth from his youth, a man who goes into ranching as he would into silver mining or stock-exchange speculations. But the days of ranch gambling are over, and the country wants only plodding men who are practical, and who will make fortunes from the margin, which, under the present system, is only too commonly dissipated in losses of cattle during winter. The calves, amongst which the losses chiefly occur, must be looked after in a way which will save them from destruction in the storms of winter. The losses on some ranches are habitually ten or fifteen per cent. more than they ought to be, or would be under a proper system, and herein a handsome profit is thrown away. The Montana ranchmen have almost collapsed, I was told, a winter of unparalleled severity having followed three dry summers; the ranches, too, were overstocked, and herein lies a constant peril. The Canadian ranches have suffered less, chiefly because they were not overstocked; still were their losses severe last winter, varying from 20 per cent. downwards. All this is a question turning on management chiefly. The losses sustained are not from cold and starvation only, but also from straying and destruction by coyotes and other carnivora. Cattle require to be fed with hay most winters more or less, sometimes for weeks together; all depends on the snow, whether it "packs" or not. The grass has the property of being "self-curing" for winter feeding; if the snow packs, the grass is buried; if it remains loose, the winds blow it off the grass and the cattle can feed. In all cases it is advisable to "put up"—that is, harvest—all the hay needed for the worst winter that may come; if it is not wanted, well and good, but in any case it should be there. All the same, it is not a good thing to feed the



RANCHING SCENE.

cattle in season and out of season, for they then learn to depend on being fed, and will not "rustle" for themselves. Cattle in good condition will, if they get food enough, keep up their flesh all winter; lean cattle are liable to perish. It is beginning to be thought that the ranches should be fenced, to prevent straying; this, no doubt, will come in time, and the ranches will be subdivided. A great thing with ranch cattle, on the big ranches, is to know when to leave them alone in winter.

They know where to go for shelter and food, and will go if let alone; but they must be kept out of the forest, or they will stay there with backs up and starve.

I spent a few most interesting days at Pekisko, the snug little home of Mr. Stimson—who in Canada has not heard of or does not know “Fred Stimson,” as he is popularly called, one of the most companionable of men, and a cowboy all over!—the manager of the North-West Cattle Company’s great ranch, some sixty to seventy miles south of Calgary. Mr Stimson is known as one of the most successful of ranchers, as he is certainly one of the most experienced. I saw there vast herds of well-bred and well-fed cattle. Hundreds upon hundreds of noble steers there were, behind which any salesman would be proud to stand in Smithfield or Salford. I was astonished to find such cattle so fat on nothing but coarse-looking prairie grass; this grass, however, must certainly be much better than one would think, or it would not put on beef in the way it does. I noticed wild flax, wild vetch, lupin, and sage among the grass; the last named gives a pleasant odour to hay. Anyway, there the cattle are, magnificent beasts, and there is the grass they feed on! There are some 9,000 cattle on the ranch, which occupies 140,000 acres, and about 400 breeding mares as well. The great bulk of both classes of stock are of excellent quality. They run at large over this vast territory, and do not confine themselves to their own domain. A few thousand of somebody else’s cattle feeding on one’s ranch don’t seem to matter much in Alberta; but then, one’s own cattle return the compliment!

The winds were very bitter and very frequent last winter, hence the unusually heavy losses in ranch cattle. So soon as the cattle went out to feed, the winds drove them back into the shelter of the bush and the coulees and the hollows among the hills. There was plenty of grass on the prairie, but the cattle simply could not stand out to eat it; and so the weak ones went to the wall. Winters generally, though severe, are not long. They commence about Christmas, and in March the sun is powerful and the grass begins to grow. Spring storms, even through April, are to be expected, and these play mischief with early calves. Pedigree cattle do not make good mothers; this quality has been bred out of them. Instinct does not tell them, as it does the native cattle, the best and most sheltered spots in which to calve; they will commonly go away from their young for several hours at a time; they are, in fact, indifferent, not to say poor, nurses, and quite inferior in this respect to Montana cattle and ranch stock generally; the young calves, indeed, need shelter and good nursing, and fashionable, blue-blooded mothers in the bovine world, and elsewhere too it seems, have no instinct worth speaking of in that direction. It is odd how instincts, even, as well as form and qualities of a physical nature, can be “improved away” by breeding. The coulees, and the dales among the hills, even the lee-sides of the hills themselves, form “land-shelter” of a most valuable kind. It is a dictum somewhere that land-shelter is the best of all, and by this is meant the lees and hollows which are under the wind. “Pilgrim cattle” are those that come in from distant parts, and have tramped some hundreds of miles; many of these, of 1886, perished in the bitter winter of 1886-7. They lose flesh on the tramp, and sometimes come in too late in the summer or autumn to get it up again before the winter.

The genuine and *bonâ fide* cowboy has a good deal of professional pride and even dignity. His outfit is his own—horse, Mexican saddle, bridle, lasso, “blankets,” everything he uses—in many instances; and he will sometimes give \$30 for a tip-top sombrero—a broad-brimmed felt hat, the best that can be made, with ornamental trimmings. His saddle is very heavy for the horse, though most comfortable for the rider; the bridle bits are barbarously cruel, though perhaps nothing milder would hold a broncho. His duties are hard in the winter, and commonly require the exercise of a good deal of skill and judgment. He is exposed to all sorts of weather, and he is

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ready at a minute's notice. He has a good deal of contempt for "tender-feet,"—men who show the white-feather in work; and he "looks down on a granger"—an ordinary farmer. He is at home in the pig-skin—not the English "pancake saddle," as he calls it, but in the ponderous Mexican Cheyenne; his skin is tanned by the sun, the dry and rarefied air, and the storms of the year; he is wiry, indeed, as a wolf, and braver by far. George Lane, the foreman at Pekisko, is a good specimen of his class, spare of flesh, brown as a cent, and lithe as the horse he rides. A band of wolves attacked him one winter's night as he rode home over the rolling foothills of the Rockies; they sprang at his legs and his horse's throat, and would have made mince meat of the pair in no time, if they could have dragged them down; but George shot five or six of them with his revolver, and these made food for the rest; it is a story you get from his comrades, for you can hardly get the man himself to talk about it at all.

Mount Head Ranch—township 16, range 2, west of 5th meridian—lies to the south of the Pekisko Ranch, and extends to some 23,000 acres, under a 21 years' lease from the Dominion Government, at one cent an acre. The North-West Cattle Company have this ranch to dispose of. There are various buildings on it for horses and cattle, ample accommodation for the men, and a very good loghouse for the manager. Some of the land is fenced, and the whole of it is admirably suited to ranching or to dairy farming. There is plenty of shelter—land shelter—on the ranch, plenty of grass, plenty of water. I fancy that a "pot of money" could be made on it by a man of judgment and capital. It will carry 2,500 cattle, and almost any quantity of hay may be put up for winter. This country of the foothills is very picturesque in its way, and the snow-clad Rockies shimmer in the distant sun—it is all hills and dales with sheltered plains among; the lakes, and ponds, and hill-side springs—the latter never freezing—are numerous; the herbage is of a superior character and abundant, and the climate is tempered by the genial Chinook winds. There are, in fact, springs, and streams, and ponds, and lakes all about the place, with dales and coulees for shelter. The High River is fringed with a strong belt of poplar, willow, and cottonwood trees; and among the ducks and prairie chickens the sportsman finds plenty for his gun to do.

The "round-up" of the herds is a spectacle worth a long journey to see. Here the cowboy is in all his glory, arrayed in sombrero, buckskin jacket, and chapprajos,—the last-named his outer trousers of leather. The "outfit" for the round-up is a rather formidable affair: two or three waggons with tents and blankets, with cooking stove and provisions for the crowd. Two or more ranches join and camp together, and each cowboy has several horses for remounts. In the outfit I was attached to there were over 70 horses, and these were "night-herded" on the prairie by one of the boys. Our camp was at High River Crossing, on the trail to McLeod. With the dawn of day next morning each man was astir. First comes breakfast, and then the horses are lassoed and saddled. Our old friend, George Lane, is in command, and not an order is given till each man is in the saddle. Two by two the boys are sent off in different directions, and they scour the country at a gallop, bringing in the cattle from afar. On the plain the "cutting-out" occurs—the separating of one man's stock from another's; in the adjoining corral the cows and calves are gathered, and the latter are branded. Within the corral two mounted cowboys fling their lassoes round the calves' hind legs, and drag them to the branding spot. It is all quickly done, with a minimum of pain to the calf. The branding is done with heated irons, and the mark is permanent—no other kind of marking will do, and, even as it is, brands are sometimes ineffectual. Each owner has his own special brand, which is duly registered; it is also published in papers devoted to

ranching interests. Each evening sees the pitching of the camp—each morning sees it struck; and each succeeding day the work lies in a different part of the country. Corrals have been built at certain points, and it is there that the round-ups take place. The cowboys are full of glee on these occasions. Still, the work is hard, and each man uses up four or five horses every day. But it is an interesting time—the harvest, so to speak, of the ranchers.

"The number of acres held under grazing leases in the districts of Alberta and Assiniboia was 3,793,792, and the total number of stock on them, as reported by the lessees up to 31st December, 1886, was as follows, the figures for the preceding year being given for comparison:—

	1885.	1886.	Increase or Decrease.
Cattle	46,986	74,999	+28,063
Horses	4,313	6,318	+ 2,005
Sheep	9,694	16,431	+ 6,737
Pigs	60	52	+ 8
Poultry	845	679	— 166

"When the stock owned by the settlers is taken into consideration, it is estimated that there are in the district of Alberta about 90,000 head of cattle, and their numbers are said to be rapidly increasing"—[*Statistical Abstract*].

A steady cowboy soon becomes a rancher himself in a small way. He begins by owning a few cattle, which are pastured along with the rest; if he is a good man, he can practically run as many as he likes and can get hold of. John Ware, a massive negro, came in from the States five years ago \$100 in debt; he is a cowboy still, on wages, but he owns 140 head of stock, valued at \$35 per head. Presently this man will have a ranch of his own, or go into partnership with somebody, and he is tolerably certain to amass a sum of money. I made John's acquaintance at the round-up, and found him quite a character in his way!

One rancher, from the Isle of Skye, came out from the old country five years ago, without money, and worked on the railway for a time. He was too poor to bring out his family. After a time he began ranching in a small way, west of the Cochrane ranch, buying a few cattle as he made the money to pay for them. Last winter he had 100 head, and, looking after them himself, lost only one, and this down a cleft in the rocks. His family are now with him; and it is such as he who will be the ranchers of the future, who will make money by careful management of stock, and who, having made it, will take care of it. As a matter of fact, the more we look into farming in Canada, in any or all of its phases, the more we find that the practical, shrewd, industrious man is he who makes money and who saves it. A dashing man will make money; only a thrifty one will take care of it. It goes without saying that this man is a plodder.

Horse ranching will probably pay very well. The North-West Cattle Company have, as I have said, some 400 breeding mares, many of which are calculated to breed excellent army and carriage horses, and even hunters. Several superior sires have recently arrived from England, and among them "President Garfield," a thick-set, strong-boned Norfolk horse, with capital action. Horses, indeed, are less trouble than cattle in winter, for they can paw the snow off the grass so much more effectively. Mr. McPherson, son of the late General McPherson, who died in Burmah, has a horse ranch on the High River. His companion is Mr. Ross, a grandson of the famous Wimbledon rifle shot of thirty years ago. We were put up and hospitably entertained, men and horses too, by these two young ranchers, and passed the night in their "shack." Now a shack, it is expedient to explain, is a hut

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built of logs, having only one story (the ground story), and in fact only one room. The shack of a rancher, who is a bachelor, is, as may be expected, scarcely a model of neatness and order. It differs more or less, and in various ways, from the home of our friend Stimson at Pekisko; but then, Mrs. Stimson is there, not only to make the house really charming, but also to dispense genial and courteous hospitality to her husband's guests. Men indeed are, as a rule, just about as handy as elephants in a house, and usually failures. Even where they do it well, it is ludicrous to see them—unless they are Chinamen, Scotchmen and Englishmen, in any case, are frauds as housekeepers. In the males of those remarkable nations, there is no instinct for domestic neatness,—or what little there is is not worth the name. They make poor Bohemians, indeed, despite the charm there is for man in that pursuit, and our two friends are no exception to the rule. All the while, too, there are lots of single young gentlewomen in England and Scotland who are plucky enough to face colonial life; and in point of fact I saw one bright and rosy-cheeked young Englishwoman of that class at friend Stimson's house at Pekisko, who had decided to throw in her lot with a rancher close by. Mr. McPherson bought his mares in Oregon, I believe, and among them are several very superior animals. He, too, has imported well-bred English sires. He will aim to breed high-class saddle and driving horses.

Sheep ranching is being pursued with success, and the land in the foothills—some of it, at all events—seems to be well adapted to sheep husbandry. The shepherd in some cases has his tent along, in Eastern style, never being away from the sheep. This is done on account of the lynx and the coyote, to which an unprotected sheep falls an easy prey. It appears to me that something ought to be done on a comprehensive scale, under direction and encouragement of the Dominion Government, to promote the destruction and eventual extinction of these and other carnivora, which prey on sheep and cattle when they can. No doubt the ranchers, who lose heavily by the depredations of these brutes, would be only too glad to subscribe handsomely to any well-directed crusade against them.

Another enemy of the rancher is fire, which very commonly in the autumn, when the grass becomes very dry, destroys a large quantity of the food which should be available in winter. Fire, indeed, is an agent which is to be dreaded in a ranching country, for it not only burns the dry grass but the roots as well, and often large patches of the black soil. The prudent rancher is on the look out for it, when the time of the year comes round, and fights it with all the force he can command. A prairie fire runs along the country in a thin line, burning off the grass pretty quickly even when the air is still; when there is brisk wind, the fire proceeds at a rapid rate, and there is great difficulty in putting it out. One of the most effectual extinguishers is said to be a raw hide—cow or horse, or anything else that is big enough—which, with a rope to each end of it, is dragged along the ground, on the line of fire, by two men on horseback. This is a sort of a wet-blanket expedient, no doubt effectual; but it is not apparent where the hide should come from just in the nick of time. People would hardly like to kill a cow or a horse for its hide at the time; and, indeed, they would scarcely have time to do so. A prairie badly burnt is sometimes injured for years as a pasture—that is, when the grass roots are destroyed.

Many young Englishmen go out to Canada knowing nothing whatever of farming. Some of them fall into the hands of men who will—so say advertisements—teach them farming on payment of a moderate premium. This premium is usually £60 or £70, and it covers bed and board, for which, however, the work done by pupils is expected to make a return. But these young men would be well advised to keep their £60 or £70 in their pockets and hire themselves out to farmers on wage. In this

way they will learn better and faster than when they pay a premium to be taught, simply because they are expected to work and they know it. Indeed, when they go out to Canada to farm, they must themselves expect to work if they are to do any good. On his farm in the Qu'Appelle Valley, Mr. Blackwood employs two young Englishmen of this class, and pays them \$150 each per annum—just such young fellows as are fleeced under the premium system.

In various parts of the North-West there are reserves of land for the Indians, who, it was hoped, might be taught some of the simpler forms of agriculture, and so be able to maintain themselves, at all events in part, in food. They do not, however, take kindly to work, nor do they like living in houses or in one place. "The noble Red Man" is, with sorrow be it said, doomed to disappear, like the buffalo he loved so well. In the process of civilisation they will gradually fade away, though they are being supported by the Dominion Government. The fading away may perhaps be less in the form of extinction than in that of merging into the encroaching and prepotent white population; and, as a matter of fact, there are already numerous half- and quarter-breeds in the North-West. Good land may be bought from these people, in the settled districts, at \$1½ to \$2½ per acre, plus improvements. They are restless, incapable of plodding work, and their nomadic instincts overpower every other consideration. The "herd law" now requires that cattle shall be kept within limits, and a school tax is in force; neither of these regulations do they like, so they will sell out when they can and move away into wilder parts of the country. Well, after all, the Red Man is more curious than admirable, and he is not one of the "fittest" who are destined to survive.

BRITISH COLUMBIA.

This, to a vast extent, is a province of great mountains, and deep valleys, and mighty rivers, and magnificent timber, and sublime scenery, and of untold mineral wealth! The area of the province is vast, being no less than 341,305 square miles, or nearly three times that of the United Kingdom. It is nearly twice as large as the province of Quebec; and its surface is mostly "set up on edge." To a limited extent only will it ever become an agricultural province—limited, I mean, in comparison with such a province as Manitoba. On the eastern side of it, in the Peace River and the Kootenay countries, there are considerable areas of good agricultural land, I believe, and there are cultivable portions of country elsewhere, while in the delta of the Fraser and the Columbia rivers there are considerable areas of alluvial land whose quality is excellent. All the same, however, the actual and potential wealth of the province lies, and will continue to lie, far more among trees and minerals than among the products of agriculture. In the Shushwap and Okanagan districts there are said to be 200,000 acres of land which will ultimately be brought under cultivation, and a railway will probably run up into the district from the main line of the Canadian Pacific Railway at Sicamous narrows. There are, no doubt, in many of the valleys and on some of the table lands—as I was assured by men who knew the country well—tracts of excellent soil which in time will be utilised for agricultural or pastoral purposes. But for the most part these lands are more or less covered with a heavy growth of timber, which will take time to remove; and while there are immense areas of land in the North-West—in Manitoba and Assiniboia, in Alberta and Saskatchewan—which impose no obstacles to the course of a plough, the clearing of land in British Columbia, with the object of farming it, will proceed somewhat slowly. At the same time it must be borne in mind that a heavy growth of timber is in itself very valuable, and that to realise this will be one of the leading

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objects in the clearing of land ultimately fit for agriculture. The province, indeed, has been not inaptly termed "a sea of mountains;" but where there are mountains there are also valleys, and valleys commonly belong, in a special sense, to the world of agriculture.

Until the completion of the Canadian Pacific Railway, British Columbia was a *terra incognita*—shut off by the Rocky Mountains from intercourse with the rest of the Canadian Dominion. It is now opened out to the tradesman, the tourist, the sportsman—so far as accessibility is concerned—but it is still a country not half explored; a country so extraordinary in its conformation, so fertile in surprises, so vast in extent that no one can at present pretend to state what its capabilities are, even from an agricultural point of view. But of one of its possessions we may speak with confidence, viz., its marvellous scenery, and this is a possession which will not diminish, but rather increase with time! In any case, however, British Columbia has a most favourable climate, and it possesses natural harbour accommodation unrivalled on the Pacific Coast, while its salmon and other fisheries will be a most important source of wealth for all time to come. The climate is tempered by the Pacific Ocean and, particularly on the coast, is mild and genial, and free from extremes, to an extent seldom found elsewhere, if indeed found elsewhere at all in the world. On the mainland the heat in the deep and sheltered valleys will be considerably higher in summer than it is on the island, and in these portions of the country it ought to be feasible to raise fine fruit of various kinds. On the island of Vancouver, and in many portions of the coast-line on the mainland, it is known that fruit and vegetables will grow luxuriantly. Apples, pears, plums, peaches, apricots, grapes, nectarines, strawberries, and so on have an inherent adaptability to the climate, or it to them; and the soil in many parts is, I feel sure, just the soil to suit the taste of a gardener. So far, at all events, as my own observations go, I am free to confess my belief that in the future the province will be known—as Ontario now is—as a great fruit-producing country. It is time, however, now to make the trip from Calgary to the coast.

The railway follows the valley of the Bow River right into the heart of the Rocky Mountains, disclosing at every turn stretches of magnificent scenery. The outline of the Rockies, as seen from the plains, or from anywhere else, is broken and serrated to an extent which, as we may well think, could not be exceeded. The valley of the Bow, leading up to the Kicking Horse Pass, widens and narrows, turn and turn about, as we go along, in a manner which lends very striking variations to the views of the mountains. Sometimes it is a narrow gorge through which the snowy peaks are peering down upon us, so to speak; then it widens out into a natural amphitheatre of vast dimensions and of wild and striking boundaries. The pyramidal and castellated mountains—many of which pierce, as it were, the sky—are thrown up in the grandest confusion, and to an altitude which is almost bewildering to look at. Not pyramidal and castellated mountains only are there, however, but all shapes and sizes into which enormous geological masses can be thrown. Not only are the outlines wild and fantastic, but the strata are twisted and contorted into every imaginable form of which they are susceptible. In their cold and awful solemnity these snow-clad peaks, the glistening glaciers, the cold bare rock, the dizzy gorges, the rushing torrents, fill the mind with a sense of dazed fatigue. I have repeatedly heard it said that no tongue, or pen, or pencil can convey an adequate idea of the sublimity of the mountain scenery in the province of British Columbia; I endorse the declaration. I have also heard, on more than one occasion, the confession that man really feels how little and insignificant he is in scenes like these; this, too, I endorse. Here, indeed, it must have been that Nature



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left off making a world, with no end of materials to spare—materials thrown together in vast heaps and in the wildest confusion. If a man wants to see how prodigal the geologic ages can be in this sort of thing let him go to the Rockies, or, better still, to the Selkirks! And what, indeed, do not these mountains contain?

The National Park at Banff is on the line of the Canadian Pacific Railway, on the eastern slope of the Rockies. The following paragraph is copied from an official publication:—

"NATIONAL PARK, BANFF.—A large tract of land enclosing the hot mineral springs at Banff, N.W.T., was reserved and set apart as a National Park, under an Order in Council passed 25th November, 1885. The reservation has been surveyed and plans made for the construction of roads and bridges, while the grounds are being laid out under a Government superintendent. Numerous applications have been made for the purchase and lease of building lots and sites, and several hotels have already been erected. The hot springs, the use of which is subject to Government regulations, have been found to possess most remarkable curative and sanitary qualities, and it is believed that this park is likely to become before long the most successful health resort on the continent. Over fifty persons spent the last winter there for the benefit of their health. Four other park reservations have been made in the Rocky Mountains, under an Order in Council passed 10th October, 1886."

In the pass through which the railway surmounts this stupendous range of mountains there are two streams, almost from one source; one of them finds its way into Hudson's Bay, and the other into the Pacific Ocean. The Rockies, indeed, are the great water-parting of, at all events, the Canadian half of the great American continent. The highest point touched by the railway is at Stephen, which is about 100 feet more than a vertical mile above the level of the ocean. Near to is Mount Stephen, named, like the station, after the President of the Canadian Pacific Company—a peak of vast height and size, whose summit is said to be 8,240 feet, or more than a mile-and-a-half above the railway track. At Stephen we are met by "Jumbo," a huge locomotive monster, weighing 112 tons, who is sent to escort us down the western slope, and whose arm we metaphorically take until we are well down in the valley below. And this Jumbo is a terrible fellow to push, either backward or forward—the one going down and the other going up this western slope of the Rockies. The grade is said in places to be $4\frac{1}{2}$ per cent., but Jumbo thinks nothing of that! When he puts his shoulder to the wheel, as one may fairly say, something has got to move along the track!

Grand as the Rockies are, however, the Selkirks are grander still! I give this as an opinion, in the holding of which I am not at all solitary. The rear end of a Pullman car, out on the platform, is the most effective way possible of seeing the mountain scenery. In no other way is the sublimity of those vast solitudes to be so impressively perceived. First, because, by way of contrast, a railway train is a mere worm pursuing its sinuous course; and, second, because successive scenes come quickly into sight, and are ever changing as in a veritable panorama. "But the Rockies and Selkirks grow upon you," people say sometimes, "when you remain in one spot for hours at a time." True enough this, no doubt, but we don't want them to grow; they are quite sufficiently overwhelming as it is! All the same, there are spots where I should like to remain, not hours but days at a time!

The chief spot among them all is the station called the "Glacier House," just a mile or two west of the summit of the Selkirks. At this point the scenery is superbly grand, whichever way we turn. A very pretty Swiss chalet has been built for the accommodation of passengers and guests, and the grounds around it are being laid out in a very tasteful manner, so that anyone may stay there for a week very

delightfully. Behind the chalet, less than a mile away, and not many hundred feet above its level, crawls the biggest of the Selkirk glaciers, it is a very thick and wide ice-river, and the foot of it, in the clear mountain air, seems almost within a stone's



MOUNT STEPHEN, NEAR THE SUMMIT OF THE ROCKIES.

throw. In front of it is a vast valley full of splendid pines, and on either side of it prodigious mountains. Here the line runs round a double loop, a gigantic letter "S," with its ends extended; and the letter leans against the side of the mountain,

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forming a sinuous path by means of which the train climbs down into the valley, many hundreds of feet below the chalet. The train travels nearly seven miles in order to advance two and a half; but it has got down in this way into the valley where it can go straight ahead. To go round these loops on lofty trestle bridges, to see the foaming torrent hissing down below, to crane one's neck in order to catch the summits of the mountains, to hear the roar of the train, to feel the grip of the breaks tightening on the wheels—to do these things all in the space of a very few minutes is, I submit, something in the nature of a sensation. This is in the gorge of the Illicilliwaet, a mountain stream fed by the glacier, whose pea-green mud colours the water for some miles below. Later on the Columbia River is crossed, and we skirt the great Shushwap Lake, following its sinuous banks for half a hundred miles, and so on to the Thompson River, down which we run until we strike the Fraser, which is the chief water channel of the province. The scenery down the Fraser Valley, for a long distance, is very fine, the banks being for the most part very lofty, bold, and precipitous. The Fraser, indeed, has cut its way through a province of rock, and its creamy waters tell that it is still "on the cut." The engineering problems to be solved in this region were large and numerous, and one wonders how it was a line came to be built through such a country. On the equally precipitous banks on the other side of the river we see, however, the old "Cariboo" wagon road that was built by the Government many years ago; and the sight of this unique piece of macadam, fit only for rabbits and goats as it seems, points to the fact that it was this route or none in the south of the province. We call at North Bend, where is another of the very pretty Swiss chalets, whose dining-room is uncommonly tasteful in decoration and arrangement; at Yale, beautifully situated at the head of the navigable portion of the Fraser; at Harrison, famous already for its hot medicinal springs; at Hammond, where the handsomest farm in the world is seen, surrounded by lofty, snow-capped mountains, and sheltered from every wind that is not vertical; and away we go, by the New Westminster Junction, past Port Moody, which was at first the western terminus of the Canadian Pacific Railway, and on to Vancouver, the most wonderful city on the American continent—which is saying a good deal.

THE CITY OF VANCOUVER

Three years ago the primeval forest covered the peninsula on which the city of Vancouver stands to-day! And it is primeval forest down there—something worth the name of forest! For five hundred miles the line runs through a forest whose trees keep getting bigger as the coast is approached. All things considered, I am not clear that I did not admire the trees most of all, and I was certainly saddened to see thousands of acres of them that had been wantonly or carelessly destroyed by fire. These trees, indeed, are marvellous. The Douglas Pine is the king of the forest, and is seen in all its majesty from Yale to Vancouver. We may write accounts of this tree, of its habits, its size, its perfect straightness, and men may read them, but no one can properly realise what the trees are like unless he sees them. The following is a perfectly fair account of them, copied from an illustrated guide to British Columbia:—

"*Douglas Spruce* (otherwise called 'Douglas Fir,' 'Douglas Pine,' and, commercially, 'Oregon Pine').—A well known-tree. It is straight, though coarse-grained, exceedingly tough, rigid, and bears great transverse strain. For lumber of all sizes, and planks, it is in great demand. Few woods equal it for frames, bridges, ties, and strong work generally, and for shipbuilding. Its length, straightness, and strength especially fit it for masts and spars. Masts, specially ordered, have been shipped 130 feet long and 42 inches in diameter, octagonally hewn. For butter

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and other boxes, that require to be sweet and odourless, it is very useful. There is a large export of the Douglas spruce to Australia, South America, China, etc. Woodmen distinguish this species into two kinds—red and yellow—but these are not separated in manufacture or in scientific nomenclature. The one has a red, hard, knotty heart; the other is less hard, and with a feeble tinge of yellow—the latter is supposed to be somewhat less lasting, though both are very durable. The Douglas spruce grows best near the coast, close to the waters of the bays and inlets. There it frequently exceeds eight feet in diameter, at a considerable height, and reaches 200 to 250 feet in length, forming prodigious, dark forests. Abounds on mainland coast, as far north as about the north end of Vancouver Island; also in Vancouver Island, but not on Queen Charlotte Island. In the arid southern interior of the province, grows on the higher uplands, and here and there in groves, on low lands, where the temperature, rainfall, etc., are suitable. Occurs abundantly on the Columbia, and is scattered irregularly in northern portions of the interior."

Well, it was of such trees as these that the site of Vancouver had a mighty covering three short years ago. They grow much nearer together than anyone would think, considering the height of them—so near that they mingle their boughs a little, and the boughs are very short. And in addition to these vast flora of the pine species, there is a thick undergrowth, consisting of various kinds of trees and scrub, so thick indeed that it would be with great difficulty that a man could force his way through it. To clear the land therefore of its trees and scrub was no little task; it was done, however, and a town was built, only to be burnt down and rebuilt in the time I have named. Miles of streets are laid out, sidewalks planked, sewers put in, and so on; and a large number of stone and brick buildings, as well as a still larger number of wooden ones, have been erected. The Canadian Pacific Railway is putting up a very fine hotel, and laying out a large sum in workshops, a "round-house," and other works, for the good of the line. Meantime the primeval forest is left around the point from English Bay, and a drive is being cut through it in places and along by the coast. This part will be retained as a park and pleasure-ground for the town. Extensive wharves line the shore alongside the railway, and the whole place is a marked instance of rapid progress. Months ago it had a population of 5,000, but it is growing daily, and the population of to-day can only be spoken of as one that will be exceeded by that of to-morrow! Vancouver is therefore a town which will soon be a city; it is not only the western terminal point of the longest railway in the world, but it is the port of departure for Japan and China, and for many places on the Pacific Coast. Its situation is uncommonly fine, on a magnificent harbour, with stupendous snow-capped mountains partly surrounding it. In the heat of summer these snowy peaks will please the eye, forming as they do a striking contrast to the dark pine forests below; and the inland winds, sweeping down from the snow, will bring some relief in the "dog-days," if any such there be on the Pacific Coast. The Indian paddles his own canoe on the waters of the bay, and he fishes to his heart's content; all the way down the Fraser we find his platforms hanging from the rocks, and his salmon, split into halves, hang drying in the air. The "Heathen Chinese" is there in force, doing all sorts of work—clearing forest, chopping cordwood for the engines, side-dressing the road, cradling for gold-dust on the banks of the great rivers, and so on. He will turn his hand to anything that has dollars in it. In Victoria he is laundryman, cook, household servant—anything and everything that's useful and earns money.

The vast forests of British Columbia contain an enormous wealth of timber, which is only now just starting on the road to realisation. If need be, they could

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timber the world for a long time to come. That the lumber trade will be fostered and developed, by the Canadian Pacific Railway, goes without saying, for the new road supplies arterial communication to the east and to the west, the points where



THE HEART OF THE SELKIRKS, VIEW NEAR THE GLACIER HOUSE.

the lumber is wanted. The potentialities of this trade are hardly calculable; in any case they are vast, and, for a long period ahead, practically limitless. From the Rockies, and the eastern slopes of the Selkirks, the great North-West prairie country will be able to procure all the timber it will need for building, fencing, and so on; while from the Pacific slope, from the vast regions which are drained by the Fraser, the Columbia, and the Mackenzie, the demands of the Western people may be supplied perhaps for all time to come. There are, of course, only two means of utilising these vast forests—rivers and railways—but these will be found equal to any demands made upon them. Coincidentally with the development of the timber industry, mining and agriculture will proceed; indeed, it may be said, that mining will go ahead of lumbering in the more remote and less accessible districts; but in any case these three great industries will accompany, or quickly follow, each other into every portion of the province which lends encouragement to each and all of them.

THE ISLAND OF VANCOUVER.

A very pleasant steam-boat ride of eighty miles or so, through an archipelago of islands, brings us to the Island of Vancouver, and to Victoria, the capital of the province. The city of Victoria has a delightful situation in a beautiful harbour on the southern end of the island, and boasts a population of 20,000. Away to the west is the Olympian range of mountains in Washington Territory, snow-clad and impressively vast, from which the island is separated by the Straits of Juan de Fuca. No doubt the western breezes, sweeping over the mountains, temper the heat of summer; while, on the other hand, the warm breezes of the Pacific make the winter mild. Originally the city of Victoria was merely a stockaded fort of the Hudson's Bay Company. Its climate is salubrious, in witness whereof I cite the rosy cheeks of the people; its situation is charming, and its streets are well built; the country surrounding it is quite picturesque, and roads have been made in many directions. At Esquimalt, some two miles from Victoria, and long the headquarters of the Northern Pacific squadron, a very fine and large dry dock has recently been built. The masonry of the dock is massive and substantial to a degree not easily surpassed in any country; and powerful engines pump the water out of it when a ship's bottom requires examination or repair. There are extensive coal deposits on the island, a portion of which are being largely worked at Nanaimo, and the coal, whose quality is superior, has a brisk demand in San Francisco.

So far as I have seen the neighbourhood, there is not much good agricultural land around Victoria. The province at large, indeed, is, as I am led to understand, not possessed of a very large proportion of such land. In some parts of the country there are tracts of bare soil suitable for farming, but as a rule the best land is low-lying, chiefly in the valleys and in the delta of the rivers, and for the most part more or less covered with timber. There is room for a limited though considerable number of settlers, and it seems to me that gardeners might make money in raising vegetables and small fruit for the Victoria market, which at present is chiefly supplied from California. Where the land wants clearing the timber, much of which is very fine, will go toward paying the cost; where there is mere scrub upon it, it may be bought for \$1 per acre; but it will cost \$60 or \$70 to clear it where the work is paid for and men are hired to do it. A settler may easily grow vegetables for himself, and catch all the fish he wants; he can run a cow in the woods, and make money by labour; gradually he may clear one acre after another, and in this manner carve out and stock his farm, living all the time in a genial climate. Wages, indeed, are high in and around Victoria. Farm labourers earn \$40 per month, all

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the year round, or just about \$100 per annum. Gardeners earn \$2½ per day all the year round. Artisans earn \$2½ to \$5 per day. And as for female servants—well, there are so few that wages cannot well be quoted, and domestic work is usually performed by Chinamen. I had the pleasure of spending a day or two with my old friend and schoolfellow, Judge Johnson, in Victoria, and his domestic work, cooking, waiting at table, and so on, is performed by a clean, neat, and handy Chinaman.

The piscatorial wealth of Vancouver Island, and of the coast of the mainland generally, as well as of the many islands adjacent to it, is extraordinary in volume, and inexhaustible. This region appears to me to offer a congenial home to the Scottish crofters, for example, who could combine fishing with agriculture, and so continue in the New World the pursuits to which they have been accustomed in the Old. Here, indeed, they would find better homes, a much finer climate, and the prosperous contentment which they look for in vain on the west coast of Scotland.

I had the privilege of an interview with the Hon. John Robson, Provincial Secretary and Minister of Mines. At his suggestion, I addressed a letter to him embodying questions to which answers from him would, as I deemed, be useful and valuable to intending emigrants. Subjoined is the letter received by me in reply:—

“VICTORIA, B.C., 20th September, 1887.

“DEAR SIR,—Replying to your letter of the 9th inst., I shall endeavour to answer your questions as concisely as possible:—

“1. Although, on account of its broken and mountainous character and climatic conditions, this will, perhaps, never be entitled to claim high rank as an agricultural province in the sense of becoming a large exporter of food products; yet, it has the capacity to sustain a large home population. In food, fish, and fruit it certainly possesses great possibilities, and will, doubtless, become a large exporter.

“2. The class of emigrants from the old country most likely to succeed here are sober, industrious, small farmers in the prime of life, or with stout growing sons, able and willing to undertake the rougher farm work of a new country, and who would not shrink from the hardships and privations incident thereto. But even these should not land here with less than would carry them through the first year without any return for their labour.

“3. The Provincial Government will be prepared to provide such emigrants with experienced guides to assist them in finding suitable locations, and granting each male of 18 years of age and upwards an absolute and indefeasible title to 160 acres of agricultural land, if west of the Cascade Mountains, or 320 acres if east of that range, upon performance of pre-emption duties (*vide* Land Act) and payment of one dollar (four shillings) per acre in four annual instalments of twenty-five cents each; but the first of such payments shall not be due until two years after the date of the record of the pre-emption. Free or partly free grants of smaller areas are made in special cases.

“4. Regarding educational matters it may be said, generally, that the school-master follows close upon the heels of the settler. Practically the Government places a good free common-school education within the easy reach of every child. To be more specific: a school is established wherever there are fifteen children of school age (6 to 16 inclusive) within three miles of a common centre; the entire cost of which—buildings and appurtenances, teachers' salary, and incidental expenses, &c.—is defrayed by the Government, so that a good common-school education is absolutely free to every pupil. Free High Schools are also established and maintained in the principal centres of population.

“5. The Government make all leading roads to and in every settlement. As a

matter of fact, about one-fourth of the entire public revenue is annually devoted to the work of making roads and bridges, and, speaking generally, it can be truthfully asserted that no settlement is beyond the sound of the Government road-maker's axe.

"6. As to what crops are likely to pay best, that is so largely dependent upon locality and other conditions that anything like a satisfactory answer is difficult, if not impossible. If the market be a mining or lumbering camp, all food products pay well; if a town, the same is more or less true; if to be transported to a distant market, cereals; if to Manitoba or the North-West, fruit.

"7. In a new country like this, where every man can easily acquire a homestead, the class commonly designated 'agricultural labourers' prefer, as a rule, to work their own farms; but there is always a fair demand for hired help on the larger farms. Female servants are very much wanted, and can readily command from ten to fifteen dollars a month, and even more, according to experience and ability. Good, well-behaved girls would experience no difficulty in obtaining places.

"8. The influx of artisans from the older provinces of Canada since the opening of the Canadian Pacific Railway has been such as to supply all ordinary demands. Perhaps in the line of bricklaying the supply is inadequate.

"I forward some printed matter, descriptive of this province and its resources, which you may find of use.

"I remain, dear Sir,

"Faithfully yours,

"JNO. ROBSON,

"Provincial Secretary."

"Professor J. P. SHELDON,

"Sheen, Ashbourne, Derbyshire."

Here are the prices of certain things in Victoria, as published in the *Daily News Advertiser* of September 3, in the current year:—

GENERAL LOCAL PRICES CURRENT.

Provisions.

Flour—Manitoba roller patent, per bbl., \$6.00; strong bakers', \$5.00; Graham flour, 4 to 5 cents per lb.; corn meal, 5 cents per lb.; buckwheat flour, 5 cents per lb.; cracked wheat, 5 cents per lb.; oatmeal, 5 cents; Capitol Mills, 5½; rice, Japanese, 8 cents; China, 5 cents per lb. Dried Fruit—California pears, 15 to 20 cents; pitted plums, 15 to 18 cents; peaches, 15 to 20 cents; apricots, 12½ to 20 cents; prunes, 10 and 15 cents; evaporated apples, 30 cents. Lard—Fairbanks, 10 lb. pails, \$1.40 to \$1.50; 5 lb. pails, 70 to 75 cents; 3 lb. pails, 50 cents. Hams—sugar-cured, 18 cents. Bacon—13 to 18 cents. Pork—clear, pickled, 15 cents. Tea—25 cents to \$1 per lb. Coffee—25 to 35 cents per lb. Sugar—granulated, per lb. 8 to 9 cents; yellow, 8 cents; dark brown, 7 to 8 cents; loaf sugar, 12½ cents. Syrup—golden, \$1 per gal.; molasses, per gal., 60 to 75 cents. Potatoes—per lb., 1¼ to 1½ cents. Eggs—per dozen, 25 to 30 cents. Butter—25 to 35 cents. Cheese—20 to 25 cents per lb. Coal oil—\$3.50 per case. Onions—new, 4 cents per lb.

Fruits—Foreign and Domestic.

Bananas, 50 cents per dozen; cherries, 25 cents per lb.; lemons, 30 to 50 cents per dozen; plums, 15 cents per lb.; green apples, 10 cents per lb.; pears, 10 cents; peaches, 15 cents per lb.; grapes, 20 to 25 cents per lb.

Game.

Wild ducks, 75 cents per pair; grouse, 80 cents per brace; venison, 12½ cents per lb.

Vegetables.

Cabbage, 3 cents per lb.; green peas (in shell) 8 cents per lb.; tomatoes, 10 cents per lb.; radishes, 25 cents per dozen bunches; green onions, 25 cents per dozen bunches; asparagus, 5 cents per bunch; lettuce, 25 cents per dozen; cauliflower 15 cents per head; garlic, 25 cents per lb.; Chili peppers, 25 cents per lb.; new potatoes, 1½ cents per lb.; summer squash, 10 cents per lb.

Meats.

Steak—Porter House, 15 to 18 cents; shoulder, 10 cents. Roast—rib roast, shoulder roast, 12½ to 15 cents. Mutton—10 to 18 cents. Lamb—\$1.25 to \$1.50 per quarter. Pork—chops and roasts, 15 cents. Veal—12½ to 20 cents. Sausage—15 cents. Corned Beef—8 to 10 cents. Sides—8 cents.

THE MANITOBA AND NORTH-WESTERN RAILROAD.

On my return from the Pacific Coast, I went up the Manitoba and North-Western Railroad to its present western terminus at Langenburg, in Assiniboia, calling at various places, and driving about among the settlers. Its eastern terminus is at Portage-la-Prairie, from which place it runs, as its name indicates, in a north-westerly direction, and it taps a very extensive and favourable farming country. The station-houses along the line are uncommonly neat and trim, much after the pattern of the Canadian Pacific Railway stations in the North-West. The Company have put up, at different points, ten warehouses for the convenience of farmers in storing grain. At other points the farmers are building warehouses of their own, and are leasing those built by the Company. Stockyards for the loading of cattle, &c., on the cars, are also provided at all the stations where they are needed. The country through which the line runs is, as a rule, well wooded, and water abounds in many places. Away to the north is a vast stretch of elevated country called the Riding Mountain, heavily timbered, and forming an excellent shelter to a very large area of farming land. The Company has a great quantity of land for sale, all the way along, on either side of the line. These lands have been examined by competent men, and reports can be obtained from Mr. A. F. Eder, of Winnipeg, describing the soil and what there is upon it. Diagrams of each section, or square mile, 640 acres in extent, may also be obtained, and these show the form and location of every lake, pond, creek, and river, with probable depth of them, and also every swamp, marsh, meadow, bluff, hill or valley, timber, scrub, and bare prairie. The price of these lands is regulated by location and quality of soil, and will run from \$2½ upwards per acre. If a purchaser pays down the whole of the purchase-money, a discount will be allowed; or he may pay one-sixth in cash, and the rest in five yearly instalments, with interest at the rate of 6 per cent. per annum. Special and favourable terms are allowed to actual settlers—on condition of residence, building, and cultivation—enabling them to pay for the land wholly out of the produce of the soil. The lakes abound with wild duck; there are also geese, prairie chickens (which are a species of grouse), partridges, snipe, plover, &c.; and in the forests, moose, elk, deer, and a variety of the smaller fur-bearing animals, while the lakes and rivers contain plenty of fish. So fast as the settlement of the country goes on and the population of a given district is sufficient for the purpose, municipalities are formed, in each of which a reeve and council are annually elected to take charge of roads and other matters of a local nature. Towns and villages are springing up along the line, and settlers' houses are dotted all about the landscape. Still, the country is sparsely inhabited at present, and there is room for thousands, and even

millions, on either side of the road, as it is and is to be, away to the North Saskatchewan River.

For a distance of upwards of 30 miles the line, on leaving Portage-la-Prairie, runs through a very fine wheat-producing country, a portion, of course, of the district I have spoken about already. The town of Gladstone, 35 miles up the road, is one that went a-head too fast during the "boom," and is now recovering from the effects of its impetuosity. It is a straggling town at present, but has a future in store. A few miles away to the north-east is a hay marsh, extending to upwards of 50,000 acres, on which vast quantities of excellent winter forage may be cut, and thousands of cattle grazed in summer. At present, however, its vast gramineous capabilities are only utilised to a small extent. This locality ought to become great for cattle; it is already great for wheat. Mr. Burpee, whose farm lies between the town and the marsh, will market from 8,000 to 10,000 bushels of wheat of this year's crop; he has over 200 acres in wheat, 170 of which are in one undivided block. A steam thrasher was at work in the field as we drove by, and brought away a sample of the wheat. The town is prettily situated on the Mud Creek, and is surrounded by belts of trees.

The smart little market town of Neepawa is twenty-six miles farther up the track, and in the midst of a fine wheat-growing country. The name is of Indian origin, pretty enough, as so many Indian names of places are, and it signifies "a land of plenty;" the interpretation might also be reversed into "plenty of land," and each meaning be perfectly correct. It is sheltered by the Riding Mountain, and is free from early frosts, save where the land lies low in the sloughs. The timber in the mountain is being carelessly and recklessly destroyed by forest fires, and this is lowering the water in the creeks during summer and autumn. Vigorous steps ought to be taken to prevent the recurrence of these forest fires, for the district is becoming destitute of surface water, and the trees will be wanted some day; very good water can, however, be obtained by digging wells of ten to twenty feet deep. I saw "a deal" in wheat at the station:—A farmer drove in a waggon-load of sacks, direct from the thrasher on the prairie, standing on the load. Pulling up at the crossing, the waggon was instantly boarded by three buyers, who proceeded to sample the grain. "How much have you got to send in?" said one of them. "A thousand bushels," was the reply. "I'll give fifty-two cents," said the first speaker. "Fifty-three," said another of the buyers. "Fifty-three and a half," said the first. "I'll give fifty-four," said the third. "Anybody give more?" said the farmer; and as there was no advance the last man got the thousand bushels. The load was then taken to the side of a railway car, weighed, and emptied out of the sacks, and away went the farmer for load number two. Before the line came along, these farmers had practically no market for their products, and could make no money; now they are doing well. We drove out some ten or a dozen miles, to a place called Eden, and lunched on bread-and-butter, with milk to drink, at one of the farm houses, during which our horses ate a feed of oats off the ground and quenched their thirst with water drawn from the well. This was on the 29th of September, a beautiful day, my thermometer registering 82° in the shade; on the following day it stood at 98° in the sun. These hot days, late on in the season, combined with a very dry atmosphere, enable the farmers to thrash out their grain soon after it is cut, and the grain is hard and dry enough to store in bulk. The heat, though considerable, was not oppressive, but rather agreeable, whereas in an English atmosphere at the same temperature one should have felt, to say the least, uncomfortable. The question turns on the degree of humidity in the air; and, indeed, it is the dry air of the North-West which renders tolerable and even pleasant the intense cold of winter; a damp air conducts away the heat of one's body, while a dry air, acting as an insulator, enables one to retain it.

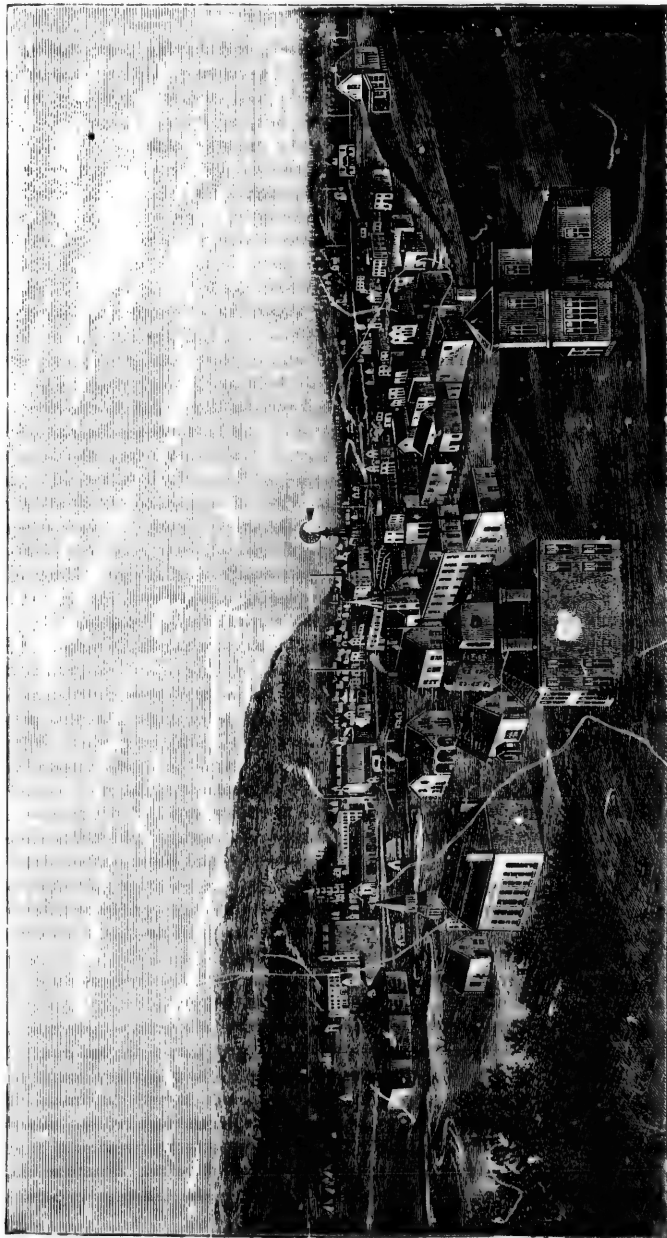
MINNEDOSA.

The town of Minnedosa, now incorporated, and having from 800 to 1,000 inhabitants, is very snugly situated on the Little Saskatchewan River, and sheltered by high hills well wooded. In location it is a reduced edition of Calgary, but with very different surroundings. It is equally well adapted for mixed husbandry or for grain-raising, and the country around offers inducements to settlers. It is the most important town north-west of Portage, from which it is seventy-nine miles distant, and is the market for a large extent of country. Its relative importance will probably remain as a possession, for it has advantages which will cause it to go on prospering coincidentally with the filling up of the country around. A small cheese-factory is in operation; and stock-breeding is an important industry around. We took a long drive, behind a fine span of greys which my friend Major Milburnedrove with much delight, into what is known as the "Clanwilliam" country, calling at farms on the way. This district is one of excellent land, and farmers have every appearance of prosperity. Mr. Jackson of Rose Bank, a prosperous young bachelor, at whose call I was not surprised to find female help available during the busy time of harvest, is one of the most pushing farmers I saw in the whole North-West. His land is well farmed, and his crops were heavy and well harvested. He had 75 acres of wheat that he believed would average at least 40 bushels per acre; 80 of oats, up to 65 bushels; and 20 of barley, up to 40 bushels; while on land in second crop and without manure he had a crop of grand potatoes, which he estimated at 400 bushels per acre. These potatoes—just put in roughly, never hoed, simply having the plough run down the rows a time or two, and "nothing done to coax them along," as Mr. Jackson expressed it—were smooth, clear-skinned, and of a size seldom seen in England. [From a report received since the foregoing was written, I gather that Mr. Jackson has finished his thrashing, and that his wheat averaged 45½ bushels, oats 80 bushels, and barley 50 bushels per acre. From 130 acres he had 7,000 bushels of grain, or an average of 53 bushels all round.]

Mr. Frazer farms 1,200 acres, and had 60 head of well-bred shorthorns, some excellent horses, and a number of well-bred Berkshire pigs. At this place I saw two extraordinary roots of oats, grown accidentally in the garden; each root was evidently from one grain, and the "tillering out" was the most extraordinary I have ever seen. The straw was fully five feet high, and strong as river reeds; and in the two roots there were no fewer than 157 stalks, most of which were very heavily headed with grain. I saw a fine farm not far away, eight miles from the town—there was a large and good new house upon it, and some outbuildings that needed restoration—it was 320 acres in extent, and was on sale for \$1,850, or about £370. Now it seems to me that an old country farmer with, say, £600 or £700, and a growing family, would do uncommonly well on such a farm as this, with ordinary prudence and thrift, and with less toil than in England.

From an observant and intelligent friend, long settled in the country, I have received a letter from which I make the following quotation:—

"The early immigrants who settled on land in this country—the best land, remember—came chiefly from the counties of Bruce and Huron in Ontario. These were considered by the English immigrants coming in later as very rough people, and a social barrier, so to speak, sprang up between them. For the ultimate failure of many English settlers this isolation is responsible, since they refused to imitate their Canadian neighbours in the tilling of the soil, and in the treatment of stock, and particularly in the economical arrangement of the kitchen. Another class of farmer, more or less a failure here, may be designated the 'all-eggs-in-one-basket



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farmer,' trusting entirely to wheat-growing and ignoring stock of all kinds. This class of farming ran high from '78 to '85; it is now fast disappearing, and farmers are adopting the hundred-and-one chances of mixed farming. The present price of land is from \$4 to \$8 per acre. Land in this country is much of the same quality—very rich—the difference of value lying in improvements, location, and the presence of water and timber. Good water can be had anywhere for the digging, and in many districts running streams of pure spring water exist, particularly in the eastern riding of the county. At present this is the English settlers' choice, and I am glad it is so, for it is comparatively free from the damaging frosts of August. Large and small game and fish are here, and it cannot be excelled for stock. Settlers have the choice of two markets, Minnedosa and Neepawa."

In respect of cheese-making, Mr. A. Malcolm, of Minnedosa, writes as follows to the *Minnedosa Tribune*:—"Ours is a private dairy of 36 cows. From these we make about 90 lbs. of cheese daily. The factory building is about 16 x 20; it contains two 130-gallon vats, four screw presses, curd sink, milk, &c. A spring of cold water runs through the factory and supplies the vats with plenty of pure cold water for cooling the milk; thus we have no trouble in keeping the milk perfectly sweet for 48 hours in the hottest weather. The curing room is a separate building, being about the same dimensions as the other. I commenced to make about the 1st of April. The product of April and May were sold at 12 cents per lb; June, 10 cents. Up to within the last two weeks the weather has been very favourable, both for the production and quality of fine cheese, but since then we have had more or less trouble with floating curds. The true cause of this trouble has as yet not been ascertained by scientists, but it is generally attributed to atmospheric causes, swampy grasses, bad water, over heated cows, etc. Fortunately, Professor S. M. Barré, recently appointed by our local government for the purpose of giving instruction in both butter- and cheese-making, arrived here just as trouble commenced, and through his experience and skill we succeeded in getting over the trouble remarkably well; so that now, even with a porous or floating curd, we can by his method make a fine cheese suitable for any market. The time is close at hand when we will have to look to a foreign market for our surplus; and too much pains cannot be taken to send abroad the finest articles in the start. The first few shipments will, to a large extent, fix the reputation of Manitoba cheese for some time; therefore the action of the local government in securing the services of such an expert as Professor Barré cannot be too highly recommended."

Tainted milk and floating curds have been a trouble since the start of the system in American factory cheese-making, and they are not entirely unknown in English factories. They are the result and evidence of the presence of a ferment of some kind in the milk; the ferment may have existed in water which the cows drink, or in the food they eat, or it may have been absorbed by the milk from the air, or from contact with unclean vessels in which it has accumulated. The best way to deal with it is to hasten the formation of the curd, and the removal from it of the whey, cutting the curd into small pieces and turning them frequently over; keeping the curd warm in the bottom of the vat all the time and exposing it thoroughly to the air in order that it may be oxidised and purified. Yet, as prevention is better than cure, farmers should supply their cattle with pure water, and not trust too blindly to the *vis medicatrix nature*; and all vessels with which milk comes in contact should be kept thoroughly clean, well scalded with boiling water, and scrubbed with a stiff brush, along with a little saltpetre. I believe that nearly all the trouble at cheese-factories, in hot weather, springs from unclean milk vessels,

SHOAL LAKE.

Near to a beautiful sheet of fresh water, and in the midst of excellent land, the pretty little town of Shoal Lake stands, 36 miles west of Minnedosa. This place promises to become a favourite resort, on account of boating, fishing, shooting, picturesque scenery, and an atmosphere as healthy as any in the world. On the lake shore, about half-a-mile from the town, a two-year old cheese factory is located. Last year was a sort of preliminary gallop with it; yet the output was 35,000 lbs. of cheese, which averaged 10½ cents per lb. on the spot. This year it manipulates the milk of about 200 cows, a good many of which, owned by various farmers, are pastured in common, and on the common, so to speak—that is, on the prairie unfenced, though not untended—for a “herd law,” now in force, requires live stock either to be fenced-in or tended. These cows are herded, brought down to the factory night and morning, and milked by the factory hands. Other cows’ milk is “collected” from distant farms by wagons owned at the factory; and yet other milk, from still more distant farms, is brought in once a day by the farmers—in some cases right away in the teens of miles. Milk out of condition is rejected, but this seldom occurs. Mr. J. G. Waldock runs the factory, and pays for the milk as follows, once a month, a month being kept in hand:—For that milked by his hands, 55 cents; for that “collected,” 65 cents; and for that brought in by the owners, 80 cents per 100 lbs., which is about ten gallons. This is about 2½d., 3½d., and 4d. per gallon respectively, and, as will be seen, 1½d. per gallon pays for herding and milking, and ¾d. for “collecting” only, on which errand four light wagons are employed. The cows, generally speaking, are of an inferior breed, and yield an average of about two gallons per day each in the flush, or about a gallon-and-a-half through the season. The milk is of good quality, which is often the case with scrubby cows, but the quantity is little—it will average about 16 per cent. of cream, which is very satisfactory as to quality. As to its cheese-yielding quality, 3,656 lbs. of milk—one day’s milk in September—produced 452 lbs. of cheese, weighed out of press. This cheese would probably lose 10 per cent. of its weight in curing, leaving 407 lbs. of ripe cheese, or just about 1 lb. of ripe cheese from each 9 lbs. of milk—a satisfactory yield. The cheese I tested were clean-flavoured, close grained, of very good quality, and well made in all respects. They were being held for 13 cents a lb.; the previous parcel realised 11 cents. The milk is coagulated at a temperature of from 82° to 88°, according to the state of the weather, the “ripeness” of the milk, and the time of the year; and coagulation is sufficiently advanced in 45 minutes. I should have expected that some of the milk, coming in but once a day and from long distances, would, in the hot summer and autumn climate of the Canadian North-West, have been at times a good deal out of condition; yet the air is so dry and pure, and, where farmers will dig wells, the means of cooling the milk so good, that, delivered at the factory before the heat of the day is fully on, the milk is seldom in a state requiring rejection. The penalty of rejection, too, induces the farmers to take proper care of the milk. Such a penalty, indeed, simple and effectual as it is, is absolutely essential in connection with a cheese factory. I took a warm interest in looking through this factory, because it illustrates a system capable of almost unlimited extension in Manitoba and the North-West, and I am glad to be able to award considerable commendation in this instance. Manitoba is already beginning to supply British Columbia with cheese and butter, and this points to the extension of good cheese factories and creameries. A vast area of country in the North-West—a good deal of which I saw in my journey—is, I believe, well adapted for dairy farming,—that is, for stock breeding and the production of cheese and butter of high

quality. Cows can be bought in winter at \$30 to \$35 each—which, indeed, is quite equal to what they are worth in England at the present moment (November)—and can be wintered for \$6, *plus* attendance. Indeed, as it appears to me, dairy farming is a pursuit to which the energies of many North-West farmers may be profitably directed; and I ventured several years ago to make a public statement to this effect, at a meeting of the authorities in the city of Winnipeg.

In reply to a request for a list and statistics of cheese factories and creameries in the province, I received the following communication from the Hon. Dr. Harrison, Minister of Agriculture, Statistics, and Health, for Manitoba:—

"THE DEPARTMENT OF AGRICULTURE OF MANITOBA,

"WINNIPEG, MANITOBA, September 26, 1887.

"SIR,—In reply to your telegram from Binscarth, I beg to say that last year there were only a very few cheese factories and creameries in the province, and no returns were received by this department. This year quite a number of new ones have been started, but we have no statistics from them as yet. I enclose you as complete a list as we have of the cheese factories and creameries in the province.

"(Signed) D. H. HARRISON."

CHEESE FACTORIES.

Sunnyside—Dr. Jameson.
Stonewall—Mr. Sims.
Nelson—Wm. Cummings.
Crystal City—Wm. Taylor.
St. Léon—Ed. Lobossiere.
Shoal Lake—Scott & Waldock.
Birtle—Dutton.
Virden—Topp & McDowell.
Otterburn—P. Carey.

Carberry—James Bray.
Palestine, near Gladstone—Geo. McCrae.
Blake, near Gladstone—Jameson.
Meadow Lea—J. F. Sims.
Big Mains, near Neepawa—McKenzie.
Rapid City—Andrew Patterson.
St. Laurent—Lacoursiere.
Pigeon Lake—Pearson.

CREAMERIES.

Jolys—C. Migneault & Co.
St. Charles—G. Caron.

St. Francois Xavier—Perras.
Austin—Sir W. Clifford.

The land in the Shoal Lake district is undulating, and the soil strong and good and as a rule there is plenty of water. I have seen in that locality a very fair crop of swedes and a really good one of potatoes, both of which were grown without manure and with absolutely no cultivation at all subsequent to the putting in of the seed, and with as little as possible before. The seed was put in, evidently very roughly, and the turnips were not even thinned, or hoed, or anything; the potatoes were just as severely let alone. The fact is, nature does so much for the farmers, that they consequently do little or nothing themselves beyond what they are obliged to do. This is true of some of the farmers in the North-West, but not so of all. I do not "divide them all into one heap," as Josh Billings would say. Indeed I will say this: all of them work hard enough, *at times*, in seed time and harvest for instance; and the women work hard too, all the time—harder I think than the men. Here is a case:—J. Armerston and wife, living six miles south of Shoal Lake, this year cut and stooked one hundred acres of grain! The wife drove the binder; the husband stooked the sheaves. The wife did the loading and stacking, the husband did the pitching on the cart and on the stack. These people are probably exceptional. And, again,—some Canadian farmers have the farmyard and premises in a gratuitously rough and untidy condition, with ploughs, and

harrows, and wagons, and mowers, and logs of wood, and various other sorts of impedimenta left tumbling anywhere and anyhow about the place. Costly implements and machines and tools are left out in the weather—to be roasted in the sun, or drenched in the rain, or smothered in the snow in all probability. I have heard of implements being put into a bunch in a field and, with a fire-guard ploughed round them, left out all the winter. I have seen a horse-rake, a grass mower, a twine binder, and a wagon pushed into a bluff of trees and there left to take their luck. And yet such people complain if their machines don't work well the following year. I don't think the inferior Canadian farmer cares to fill up his spare time in doing odd jobs around the place. If he did, his place would be more orderly than it is.

There are numerous natural meadows and swampy tracts of land where large quantities of hay may be cut free of charge; hay, indeed, is cut to some extent, but



THE PRAIRIE.

when men can have all they want for the trouble of harvesting it, they seem to care nothing about it, and the harvesting is done in a slipshod fashion: the hay is left out too long after it is cut, baking in the sun until its nutritive properties are greatly diminished; indeed, the hay was still out in lumps, in many places, when the wheat was being cut. Well, the country is good enough and it only remains for man to do his duty. "There is plenty of wood, water, and hay, and any amount of ploughable land," as one of my companions for the day tersely and correctly put it. The wheat yield was extraordinary this year. I heard, on what ought to be good authority, of a case where a farmer thrashed out nine stooks of wheat, each stook having ten sheaves just as they came from the binder, ninety sheaves in all; the yield of wheat was twelve and a-half bushels. There are, of course, sheaves and sheaves, even from a binder, and these sheaves might have been just about as big as the binder could make them with comfort; I only repeat the story as I heard it. Taxation amounts to \$28 per section of 640 acres, including bonus to railway; this is 4½ cents, or 2½d. per acre, and it covers everything. Not a few farmers came into the district about the year

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1880, and, having no market within reach, their little money slowly dribbled away; now the railway has given them a market, and, being well rooted in the soil, as one may say, they are likely to prosper better than new comers; at all events they ought to be able to do so. Since the "herd-law" came in force stock farmers are beginning to fence their land, in order to save the trouble of herding their cattle, sheep, and horses, and to prevent trespass on neighbours' crops; for the owners of stock are responsible for the mischief it does. The fencing is almost invariably done with wooden posts and barbed wire.

The snug little town of Birtle is prettily situated in a well-wooded valley, down which runs a stream called "Bird-tail Creek," of which Birtle is obviously an abbreviation. It is, in fact, on the Bird-tail, and is called Birtle for short. A grist-mill is on the stream; and a lumber-mill, driven by steam, stands near the town. New houses are being put up, and, though Birtle may not for some time to come increase very much or very rapidly, it is already an important market town, and will surely hold its own in the future. It is only some ten miles east of Fort Ellice, a well-known trading post of the Hudson's Bay Company.

I had the pleasure of meeting Dr. Barnardo up the line, *en route* to his new colony between Birtle and Russell. The location is well chosen, and the country is adapted to mixed farming. This sort of land is just the place for such a colony as Dr. Barnardo is establishing; for young men who understand mixed farming will do for any part of the Dominion. Seven sections of land, or some 4,500 acres, have been secured, all of them well watered and wooded. The Doctor intends to locate a lot of his lads there, and have them trained for farming. Premises will be built at some central place, and the management of the colony will be in competent hands. A cheese-factory will be established, and it is in contemplation to build a "cannery" to utilise the fruits which the country will so freely produce. The lads will be taught to do all kinds of farm work, from driving a plough to milking a cow; and, as they become proficient, thirty acres of land will be allotted to each one who desires and deserves it, with thirty more to follow if advisable. Other lads will go out as farm servants, if they like, or they will be free to take up a homestead of Government land. This new development of Dr. Barnardo's philanthropy appears to me to contain the elements of success, and it certainly deserves to be well supported.

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One hundred and fifty-five miles from Portage, and almost on the edge of the beautiful valley of the Assiniboine, the rising town of Binscarth stands. The country around is one of hills and dales to a great extent, and picturesque to a degree not too often met with in the North-West. There are numerous lakes and streams, and plenty of timber. The soil is a deep, black loam for the most part, suitable alike for crops and grass, and all kinds of farming live stock. An Indian reserve lies directly to the south-west of the town, and another to the east, about a dozen miles away. The Scottish Ontario and Manitoba Land Company own a large portion of three townships about the place, and on one of them the famous Binscarth Stock Farm is situated. The premises at this place, comprising church, hotel, houses, barns, workshops, and other appurtenances, are situated on the edge of Silver Creek, which is certainly a beautiful valley. The farm is under the management of Mr. Smellie, and is in good hands. A large herd of pedigree shorthorns is kept on the farm, and among them are many animals of very considerable merit. One of them, a bull, "Prince Arthur" by name, is a long and level beast of excellent quality; he is big, massive, symmetrical, with grand quarters, well let down everywhere. He was

sired by "Knight of Warlabay," and his live weight is 2,800 lbs. The object of the company is to disseminate good bovine blood throughout the country; and of course to make money. A considerable area of land is under crops, which are subsidiary to the live stock. A well built barn, one of the biggest in the North-West, shelters the herd in winter. The cattle are in the basement, and overhead are compartments for hay and straw and grain, and the preparation of food for the stock. A huge avalanche of animal manure has tumbled headlong into the valley, and awaits the time when it will be wanted for the land. I saw a crop of swedes, many acres in extent, grown without manure; it would average quite thirty tons to the acre, I believe, and the mangels would be nearly as much. A strip of land running across the crops has been manured, and here the swedes and mangels were decidedly better than elsewhere. Some Canadian farmers tell me that the land needs no manure; my impression is that they say so as an excuse for not taking the trouble to apply it. No doubt there is land in Manitoba so rich in the elements of plant food as to grow good crops during a succession of years without manure. A few inches of sub-soil brought up fresh now and again, refertilises the surface no doubt; but there is no land which, after a few years' cropping, would not be all the better for a dressing of farm-yard dung. The most prolific and carefully tended garden I have seen in the North-West, is at the Binscarth Farm. A large variety of vegetables were grown on a manured and well-tilled soil; the crops were heavy, and free from weeds. As a matter of fact, the soil will grow excellent crops of almost any kind of garden or field produce, if only it has fair-play and is well attended to. We drove round the country and called on a number of settlers, some of whose testimony, supplemented by my own observation, I herewith append:—

John Kennedy Bott came from Ontario in 1882, *without capital*, and had of course to earn money as best he could. He "homesteaded" 160 acres in the north half of section 18, township 19, range 28, and has pre-empted yet another quarter section at \$2½ per acre. He had to hire a team to plough his land until this year; now he has a team of his own. He has 33 acres of land under crop, and seven head of cattle. His seed was sown from April 7 to 10, and harvested from August 25 to September 5, and he estimates his wheat to yield 30, oats 60, and barley 35 bushels per acre. He has put up a good log-house, with good buildings for stock, and reckons he is now worth \$2,500—not a bad result of five years' exertions. He does not find the winters any colder than in Ontario. A good help-mate he has in his wife; but there are no children. Long before old age comes on, Mr. Bott will, all being well, have won a handsome retiring competency for his wife and self. Near to this place I saw some very fine potatoes, grown as a second crop, on unmanured prairie sod. I believe I could have tied a score of them up in a bundle with a piece of rope and carried them off in that way.

Thomas Frazer (section 21, township 19, range 28) was brought up on a farm in Scotland until he was eighteen, when he became a carpenter. He had learnt but little farming, nor kept that little long. Coming out in 1882, with £200 in his pocket, and a good wife along, he built his house the following year, and invested the rest of his money, in one way or another, on the farm. He considers that £100 will go nearly as far now as £200 did when he came out, at which time everything was dear to buy. He had to gain experience not in farming only, but in Canadian customs of farming. His place is now worth \$3,000 (or £600), just as it stands, and low as everything is in price. He truly says that a knowledge of farming saves time and money to an emigrant; but now he can hold his own "as well as any white face," to use his own expression. He thinks old country farmers who have £100, and especially those who have families as well, ought to "come out."

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Mr. Plum also came in 1882, from London, Ontario, and had to borrow \$10 to come with. He likewise homesteaded a quarter section, on which he has a house and buildings, 15 acres under crop, and everything paid for upon it. He has pre-empted another quarter section, which is not yet paid for. He is blessed with a wife and nine children! These three are instances of men who were not farmers before they came to Manitoba.

Yet another man, an Englishman, whose name I forbear to mention, had been in business in England and had not succeeded; work he could not, and did not care to learn. He prefers to let his cattle stray off, and to employ his time in seeking them. His house and buildings were in rags and tatters, as he too would be in any other country, and with a wife like himself. His tools and implements were here, there, and anywhere; his crops were neglected, his fences were down, his place in disorder, and himself away after the vagrant cows. Such men as he are no good in Canada as farmers; it may be doubted if they are any good at all, anywhere, and in any capacity.

Robert Whittaker, formerly of Blackburn, England, and a blacksmith by trade, also came up here in 1882. He has worked at his trade all along, and saved upwards of \$1,000. He has homesteaded 160 acres, broken 32 acres, put various "improvements" upon it, and will let it on the half-shares system. He says that men coming out to Canada must work and be steady, when they will do well—better, as a rule, than in England. He also thinks old country farmers will do well in Manitoba: but though he tells his friends in England what the country is like, he declines to incur the responsibility of persuading them to come out.

J. D. Kippon, of Silver Creek, a capital wheat district, came up from Ontario six years ago—"worse off than nothing as to money"—though he had a few head of cattle—that is, he had to borrow cash to come with. He homesteaded, and this year has 30 to 35 acres of wheat, which will yield 1,200 bushels. He would not now "walk off" for \$5,000, he said; and I took it for granted that he was satisfied with his location. A "thrashing bee" was in full swing when I was at Mr. Kippon's place, and a stream of golden wheat was flowing from the machine. The machine goes from one farm to another, turn and turn about, and the farmers help each other. These thrashing bees, in fact, are a capital institution. I talked with a number of settlers, all of whom, so far as capital went, occupied originally a position corresponding with that of a fairly well-to-do farm labourer in England. They are all in the way of making money, of becoming substantial farmers, and declare they are satisfied with the country and the prospect it afforded to men in their position.

By living three years on a homesteaded quarter section, and performing certain acts of husbandry, a man earns his "patent," and may sell his land if he likes. Formerly many men homesteaded in this way, sold out, and homesteaded again elsewhere. But now the same person cannot homestead a second time, save under an application made before June 2, 1886. A settler who has a homestead is allowed three years by the Government to decide whether he will pre-empt the adjoining quarter section at \$24 an acre. Once he decides to do so, he either pays the money down, or is charged 6 per cent. interest upon it. A homesteader, indeed, must prove himself a *bonâ fide* settler, and not a mere cut-and-go man, or he neither earns his patent nor is allowed to pre-empt. Once he has earned his patent on the one quarter section, and paid his \$400 for the other, he is in a position to sell both if he likes, and can. The object of the Government is to promote a fixed, and discourage a shifting, population. Heads of families may homestead and pre-empt, whether male or female, and any young man of 18 may do the same; but as each of them can only do so once, they will discern the need there is of making a careful selection.

Homesteaders naturally like to pre-empt as well, in order to own 320 acres in one block; but it may be doubted if they are always well-advised in doing so. Men of slender means often cripple themselves very seriously, and sometimes never get over it, by paying down the pre-emption money, which they may have had to borrow, or by paying interest upon it. But when a man has means he does well to pre-empt.

The prohibition against repeated homesteading by the same person will have the beneficent effect of causing men to settle down and stick to one place. Hitherto they have been apt to move about from place to place, trying first one location and then another, and so they were restless and dissatisfied. They were like lads in an orchard, going about from tree to tree, tasting apples and throwing them away. Far better for the lad to squat down, and eat one apple well; and so with the farmer, far better that he should do one farm well than have a nibble at half a dozen. Homesteads may be taken up directly from the Government, wherever they are still at liberty, throughout the whole of the North-West, and indeed throughout the whole of Canada.

LANGENBURG

Another five and twenty miles and we reach the present western end of the road, still within the limits of Manitoba, and 180 miles from Portage. Not far from the station a German cabinet-maker, Theuer by name, has homesteaded land, and with his son and son-in-law, has built a superior house, and very substantial buildings for cattle and horses. These are people of some little capital, no doubt, and soon they will increase their store. In spring, summer, and autumn they attend to their land and stock as far as need be, and in winter earn money at their trade. Such people are sure to get on, and they are setting an example, sorely needed, to settlers who prefer to hibernate in winter. The Germans, indeed, being a thrifty, ingenious, and industrious people, usually make good colonists, and there are a good many of them at Langenburg.

Various Colonisation Societies have laid the scene of their labours in Manitoba and the North-West Territory. Their object has been to relieve the congested state of population in some parts of England, but they have not been always successful. Two of the better known of these societies have locations west of Langenburg, and it was with the object of inspecting them that I drove a distance of forty miles, or so, away west from the end of the line. The Churchbridge Colony, established under the auspices of "The Church Colonisation Land Society, Limited," is situated just within the province of Manitoba, and bordering on that of Assiniboia. The Society is a very influential one, and its object is "to carry out, in connection with the Church of England, a practical system of colonisation on a self-supporting and remunerative basis—the settlers being assisted to attain independence, and the Society receiving a fair return on the capital—the whole being in our own colonies, under our own flag." The Churchbridge Colony is affiliated to the Albany Colony, and both of them are promoted by the same society.

"The mode of operation is to raise capital by issuing shares of £1 each (without further liability) for acquiring blocks of land for 40 and 160-acre farms, erecting houses thereon, and on the intermixed free homestead lands, breaking and sowing a portion, and providing stock and implements ready for the settlers; to purchase the whole, or to rent the 40-acre farms with option of purchase, at equitable prices, payable by instalments. The land is suitable for grain and cattle farming."

I have not had an opportunity of paying a visit to the Albany Colony, which is located in the Qu'Appelle valley, also in Manitoba, but along the line of the Canadian Pacific Railway. In this colony a quarter section of land is divided into four 40-acre

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forms, and "a good, comfortable house is erected by the society on each 40-acre lot, and four acres broken, cultivated, and sown in advance of the settler's arrival, so that the crops may be growing from the earliest moment to provide food for the family of the settler the first season. These houses and 40-acre lots are rented by the settlers from the society at \$5 each per month, or about £12 10s. per annum, with the option of purchasing the freehold of the whole at any time, on giving notice within three years of entry, at the price of £160, or thereabouts, which may be either paid down or spread over a term of years, at 6 per cent. interest on the balance for the time being owing to the society."

In the Churchbridge Colony the settlers are placed on free grants of 160 acres of land, and are practically homesteaders who have houses put up for them by the society, and also implements and stock where needed, the whole outlay being secured by mortgage, which is redeemable by the settlers. This is the second and larger system, and in each the settler may enter on a farm on which the first necessities have been provided for him, and he can remain upon it or not as he chooses. It is understood that settlers will provide their own passage and outfit; yet probably some of them will receive direct or indirect assistance in these respects, though I am not in a position to say to what extent they will.

"If a settler under the first system quits his holding, he will leave his improvements behind him, for which the society may, but is not absolutely bound to, compensate him; each case would depend upon its merits. If a settler under the second system quits his free holding, provision is made by law for the mortgagee to take possession, and put another settler in his place. There is, therefore, great inducement to stay and provision against loss in case of quitting by any restless settler."

"The society does not collect and dispatch numbers of men, women, and children to the colonies and leave them to shift for themselves, but does its best to select suitable emigrants; requires them to pay their passage out, or the greater part of it; provides them with homes on arrival, and a portion of their land broken and sown with food for the first year; assists them with cattle, implements, and practical supervision; and finally looks after them spiritually as well as temporally, so that they shall not in going to a new country be utterly deprived of the social and religious advantages of the land of their fathers."

Fourteen houses have been provided at Churchbridge, small but comfortable houses of wood, and about sixty persons have arrived in the colony. Mr Roberts, who hails from the neighbourhood of Melton Mowbray, in Leicestershire, is a good example of what a colonist ought to be. He has put up a good store of hay, has done a good stroke of ploughing for next year's crop, and may be regarded as a pushing man who understands his work. Others, too, there are who appear to be taking advantage of the facilities offered to them, and these no doubt will rub along pretty well in time. But, as I was informed, there are a few, as may be expected in any community of the kind, who appear to be more or less shiftless and improvident, possibly from ignorance of what a colonist must expect to do. "Are they idle?" I asked of a man who knew them well enough to give an opinion. "Well, no," said he, "but some of them seem to have been born tired." Whereat our party heartily laughed. Not all the settlers in any colony will do well, and here as elsewhere men will find their true level in time. The land on which they are located appears to be fairly good; in configuration it is rolling, with bluffs of willow trees here and there, which will be useful for shelter, for fencing, and for firewood. The country, where water is sufficient, is adapted for stock-raising, and there are natural meadows on which may be cut hay for use in winter.

THE COMMERCIAL COLONY.

This settlement is just within the province of Assiniboia, immediately west of Churchbridge. It is promoted by a body of practical men, under the title of the "Commercial Colonisation Company of Manitoba, Limited." The Company owns many sections of land in Manitoba, which they offer for sale in large or small lots, as well as alternate sections in the three townships in Assiniboia, where the colony is located. The Company states, with a degree of candour which inspires confidence, that "its purpose is commercial, not philanthropic." And in justification thereof it goes on to say, "Settlers, like men starting in business or building a house, may require more capital than they have got at the time. The builder borrows what he needs, and gives a bond on his house as security. So the settler will get what help he needs to stock his farm, and give a bond on it as security. It is a purely business transaction, profitable alike to borrower and lender; and it is a transaction that must give many men just such a chance as will open the way for them to success and honourable independence."

The conditions and methods under and by which 'any British subject over 18 years of age' may obtain, on paying an office fee of \$10, a free homestead under the auspices of the Company, are as follow:—

1. "The homesteader shall begin actual residence on his homestead and cultivation of a reasonable portion thereof within six months from date of entry, unless entry shall have been made on or after the 1st day of September, in which case residence need not commence until the 1st day of June following, and continue to live upon and cultivate the land for at least six months out of every twelve months for three years from date of homestead entry

2. "The homesteader shall begin actual residence, as above, within a radius of two miles of his homestead, and continue to make his home within such radius for at least six months out of every twelve months for the three years next succeeding the date of homestead entry; and shall within the first year from date of entry break and prepare for crop 10 acres of his homestead quarter section; and shall within the second year crop the said 10 acres, and break and prepare for crop 15 acres additional—making 25 acres; and within the third year after the date of his homestead entry, he shall crop the said 25 acres, and break and prepare for crop 15 acres additional; so that, within three years of the date of his homestead entry, he shall have not less than 25 acres cropped, and shall have erected on the land a habitable house in which he shall have lived during the three months next preceding his application for homestead patent.

3. "The homesteader shall perfect his homestead entry by commencing the cultivation of the homestead within six months from the date of the entry, and within the first year break and prepare for crop five acres; within the second year crop the said five acres, and break and prepare for crop a further 10 acres, and before the expiration of the second year erect a habitable house and reside therein, and cultivate the land for three years next prior to the date of his application for patent.

"In the event of a homesteader desiring to secure his patent within a shorter period than the three years provided by law, he will be permitted to purchase his homestead on furnishing proof that he has resided on the land for at least twelve months subsequent to date of homestead entry, and, in case entry was made after the 25th day of May, 1883, has cultivated 30 acres thereof.

"Any homesteader may, at the same time as he makes his homestead entry, but not at a later date, should there be available land adjoining the homestead, enter an additional quarter section of and as a pre-emption on payment of an office fee of \$10 (£2).

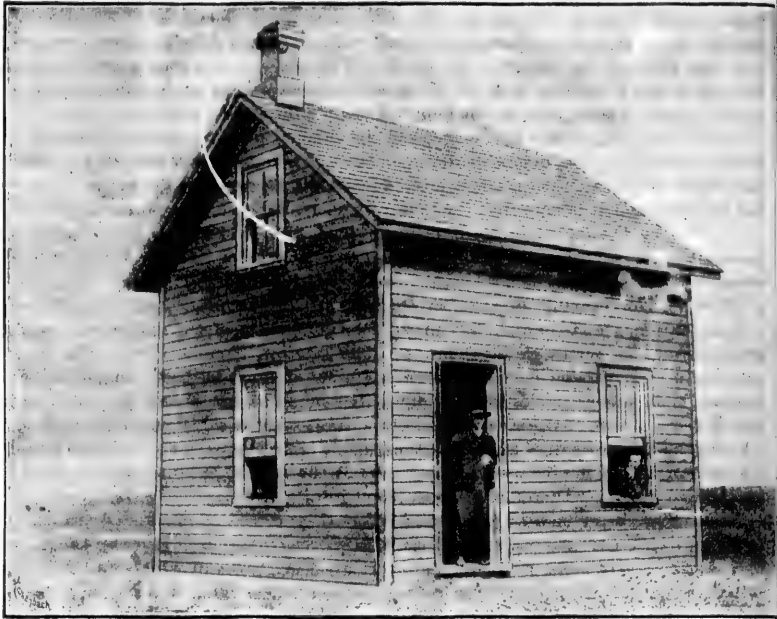
"The pre-emption right entitles a homesteader, who obtains entry for a pre-emption, to purchase the land so pre-empted at \$2½ (10s.) per acre, on becoming entitled to his homestead patent; but should the homesteader fail to fulfil the homestead conditions, he forfeits all claim to his pre-emption."

It will be perceived that for £2 in fees, and £80 as purchase money for the pre-empted land, a settler will at the end of three years be the owner of 320 acres of freehold land; or, if he will content himself with 160 acres, all this quarter section will cost him will be the office fee of £2. Whether or not a man would be well advised to being content with 160 acres will depend on the man himself, on the money he has to spare, and on the land. And the prospectus says:—

"But even when the land is got, and the colonist has transferred himself and his family to Manitoba, capital is still required to stock the farm, and to buy food and other necessities until the first crop is ready. It is here that so many settlers find the rub, and it is here that the Company comes to their assistance. Under an Act passed by the Canadian Parliament in 1886, and by an arrangement of this Company which has received the sanction of the Minister of the Interior, advances are made on the security of a settler's homestead (land and buildings) to the extent of \$600 (£120), bearing interest at the rate of 8 per cent. per annum. These advances are not made in cash, but in the form of houses, stock, implements, seed, or whatever the settler most requires. The interest, compared with the rates current in England and Scotland, seems high, but it must be borne in mind that interest in all new countries is very high, often much higher than 8 per cent., and also that the nature of the security is, in this case, exceptional. Considering, indeed, all that the Company does to smooth the path of the colonist, a higher rate would not be unreasonable. However, 8 per cent. is the rate sanctioned by the Act of Parliament, and may therefore be regarded as just."

Houses are being erected for settlers before they start to Canada, and are ready for them to enter on arrival. The illustration herewith annexed gives an adequate idea of the style of house adopted; but there are four grades, of which this is No. 2, costing from £20 to £66. It is a convenience of much value to a settler to have house-shelter for himself and his family, on his own land, when he reaches his destination. But if he comes out alone, in advance of his family, he can, if he likes, build his house himself of logs which will be laid down for him by the Company; this, however, is an achievement which few old-country settlers would attempt. The land is selected by competent men, and Mr. McNutt, the Company's agent, thoroughly well up in his work, takes charge of the necessary preparations beforehand and puts settlers on the right track when they arrive. Everything the settler needs is bought for him at a cheaper rate than he could buy it himself. And not only so, but the things he really needs are better known by the agent than the settler himself could possibly know them at the start. At all points, indeed, the settlers' needs are anticipated and supplied, and they are located on farms, or what their industry will convert into farms, at an outlay in which economy and efficiency are the leading aims. But this is not all, for the agent is at hand—himself an experienced prairie farmer, and a homesteader in the colony—to instruct new comers in the ways of the country and the best manner of setting about their work. The advance which can be made on unimproved homesteads is restricted to £120—and this sum, indeed, well expended, will give a man a very good start in prairie farming—yet the Company will at any time be ready to assist and encourage a man of energy who has done well to his farm, and who wants to launch out into stock-breeding, or into something else that will bring grist to the mill and develop the resources of the soil; but this will not be indiscriminately done, and the best men

will naturally meet with most encouragement. And not only are houses built and implements purchased, but a portion of land for a crop is ploughed and backset for those who enter in spring. No less than 700 to 800 tons of hay have been put up for



SETTLER'S HOUSE.

No. 2.—Cost \$175 (£35).—This house is 16 × 14 ft., has one room downstairs and one upstairs; cellar underneath, with trap door in floor.

the use of settlers in winter, and the acres of land ploughed by the Company for incoming people may be told in similar numbers. I called upon a number of the settlers in this colony, and did not hear a single complaint; each man and woman who said anything at all, declared a conviction that they were going to do well; and I heard many encomiums on the facilities which the Company had provided. One of them, a Mr. Eglinton, who has some capital, will go in for stock-raising, and already has made a start; he has been out in Australia for some years, but that country is too hot and too liable to droughts, and he likes the Canadian prospect much better. Mr. Baillie is a Scotchman, recently come out, hard at work making ready for the inevitable winter, building a stable for his yoke of oxen and the cow of whose milk we drank with such relish; his wife, a canny Scotch woman, was well pleased with the prospect, and believed they would get along well.

The country is rolling and uneven as to surface, with numerous lakes and innumerable bluffs of trees, and in many places it is quite park-like in appearance. There are tracts of flat land intermixed, and also low lying marshes on which hay may be cut. The land, indeed, is undulating, and rolling, and almost hilly in

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places, with small flat portions intervening; it is well sheltered by bluffs of poplar and willow, well watered by lakes and occasional streams, and there are many natural meadows and pastures. There are various kinds of soil, from gravelly to loamy soils, and it is needless to say the latter are the better; but, as a rule, a black loam prevails, interspersed with one inclining a little to sand, each of them well adapted to any kind of crop. The black soil is full of the accumulated vegetable remains of many centuries, and it will not easily be exhausted. Horses, cattle, and sheep thrive well on the land; and very satisfactory crops of wheat, oats, swedes, carrots, potatoes, and so on, are grown under a very simple and elementary system of cultivation.

The district, as it appeared to me, is well adapted to what is known as "mixed farming"—that is, for pastures and meadows, with more or less of arable land for the growth of crops subsidiary to stock-raising and dairy farming. I am in possession, too, of excellent reasons for supposing that horse ranching, at all events on a limited scale, might be made to pay well in this part of the country. Horses are harder than cattle or sheep, and among the sheltering bluffs they will winter well on what they find beneath the snow. In various parts of the North-West, indeed, I was assured by reliable and practical men that horses come out fat in spring, though living entirely on what they have found. At the present time, odd as it may sound to say so, horses are dearer in Canada than in England; I believe that horse ranching is bound to pay if pursued with judgment.

We drove a considerable distance through the country, spending one night in the Yorkton Colony, at Anderson's farm. Mr. Anderson is from Scotland, and was twelve years in Rhode Island, U.S.A.; four years ago he came up here, and has 320 acres of good land, the first half of which was homesteaded, and the second pre-empted at \$2 an acre. He considers Canada a better country than Scotland for men who have to fight their way, and he likes it better than Rhode Island. The best sort of men to come out, he thinks, supposing they have no capital, are farm labourers willing to work. Such men in a very few years would have a farm clear of debt, after which they would save money tolerably fast. His health, and that of his wife and children, is better than it was in the United States, and he feels that now he has found a place where his days will end at last. His farm runs down to a beautiful lake, named after him, which abounds with wild duck. In winter, when the lake is frozen over, a hole is cut through the ice and covered with boards and a thick coating of snow, to prevent freezing; during the night the water wells up to the surface, and the cattle drink at the hole for weeks. Mrs. Anderson's only complaint was that there was no school at present within reach of her rather formidable number of children, but she was hoping there would be one pretty soon; settlers were coming in tolerably fast, and Government follows them up pretty quickly with schools. On this point I have already given some statements, in reference to British Columbia, and I need say no more now, because the school system of Canada permeates the whole of the country so far as it is settled up.

Returning to Langenburg the following day, we drove through a different part of the country, calling on farmers by the way. Mr. Fisher, of Kimbrae, formerly of Salisbury, England, appears to be comfortably located. He has forty head of horned cattle, some good cotswoold sheep, and plenty of implements, whose covering was mostly the sky. I weighed two potatoes to 3½ lbs., one shapely swede to 11½ lbs., and one common turnip to 16½ lbs. We saw also some good garden stuff, and a few nice little porkers of Berkshire blood. Later on we crossed the curious Cut-arm Creek, and the beautiful valley of the Assiniboine. I have an impression that sheep will do well in the valley of the Assiniboine, and in the district generally, where the land is dry.

The impressive stillness and solitude of a night on the prairie has, after all, a weird and singular charm of its own. The moon is bright, and the air transparent—just the sort of time to enjoy a pipe, and an hour's quiet thought. All is still—for the wind dies away in the evening in the North-West—not the sound of a bird or any thing; but, hark! through the warm pure air comes from a distance a sound as of children laughing; then it dies away; again it comes from a distance that seems lessened, and we strain our eyes in that direction. It is the coyotes, or prairie wolves, out on a frolic; but they will not come near enough for a shot; in fact, they are half a mile or more away on the plain. Presently a dog barks, and the cackling fun of the coyotes ceases; we listen for it again, but it comes no more, and at last we turn into bed and sleep.

EXPERIMENTAL FARMS.

On my return to Ontario from the North-West, early in October, I called at Ottawa, and had the honour and pleasure of taking a drive out to the "Experimental Farm," some two miles from the city, in company of the Hon. John Carling, Dominion Minister of Agriculture, and the Bishop of New Westminster. This farm is the first of a series which will be located here and there to suit the needs of the entire country. This new departure is one of very considerable importance to Canada as a farming country. It is undoubtedly a step, and a great step, in the right direction. It is calculated to do untold good to the agriculture of the Dominion, which, after all, is, and must remain, the most important industry of the country. If it be true, as is so often said, that "the condition of its agriculture is a measure of the prosperity of any given country," then to raise the condition of Canadian agriculture will be to add so far to the general prosperity of the Dominion; and, indeed, even if the quotation were not true, it will still be a beneficent thing to point out to farmers what is the best system of cultivation, and what are the best crops to raise, be they fruit, cereals, roots, or live stock. This, in any case, will be a distinct gain to the country, even if the state of its farming were no criterion at all to the state of the country at large. Hence it follows that the establishment of Experimental Stations in typical parts of the country, may be regarded as a benefit done to the people at large.

These farms will be under the general supervision of Professor W. Saunders, who will have special charge of the central one at Ottawa; and it is no surprise to learn that the scheme "has met with hearty expressions of approval of farmers everywhere, and has awakened a general interest in experimental agriculture to a degree never before manifested." The farm at Ottawa consists of 460 acres, "possessing every desirable variety of soil and aspect to meet the varied requirements of the experimental work to be conducted there." As an instance of the practical character of the institution, and of its direct connection with farmers, for whose special benefit it has been established, it will be enough to mention that "every farmer in Canada will have the privilege and the right to send to the Experimental Farm samples of any seeds of which he may want to know the germinating power," and such seeds will be tested for him in the glass structure which has been erected for the purpose. "The returns of the germinating power of seeds will not be based upon a single test, but every sample will be tested in duplicate, once in the soil and again out of the soil, in the most approved form of apparatus devised for the purpose."

Personally I have much pleasure in transcribing the following words, which appear in the first bulletin of the farm, issued by Professor Saunders:—"The great

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importance of encouraging and stimulating tree-planting among the farmers, especially in the North-West provinces, is beyond dispute." And in order to do this, the seeds of various forest trees will be planted, and instructions will be given as to the best method of raising young trees from seed, as well as to the best sorts to raise. The testing of seeds for the North-West will be conducted on the two farms which will be established in that region, one of them in Manitoba and the other in the Territories. The department will no doubt raise a large number of young trees for distribution among farmers, and it may well undertake to distribute small parcels of seeds to farmers who will undertake to raise young trees for themselves. In this way the North-West may, in course of time, become sufficiently covered and ornamented with trees.

And horticulture as well as agriculture will receive adequate experimental attention at the farm. There are already in the horticultural section, with the object of testing their value, about 75 varieties of gooseberries, 50 of raspberries, 20 of blackberries, 40 of currants, 125 of grapes, 100 of strawberries, and 240 of potatoes. The hardy varieties of apples will also be tried, with the object of ascertaining what will do for the colder regions of the country.

Meantime, the farm at Ottawa is being brought under cultivation. Forest growth has been cleared from scores of acres, stones and boulders have been removed, draining wherever necessary is being done, a new and handsome ring fence has been put up and superfluous interior fences have been removed, and, lastly, a fine set of farm buildings and houses for officials is being erected. All this has been done without much loss of time; and, indeed, if it was worth doing at all, it was worth doing at once. A large portion of the farm will be virgin soil, from which the forest has been remorselessly removed; when I saw it, it was being roughly ploughed, in order that the frosts of the coming winter might comminute and commingle it. It appeared to be of good quality, sufficiently varied, and deep enough for all practical purposes. I may venture to hope that I may inspect the farm at some future time, and to have the pleasure, which at present has been denied by the fates, of making Professor Saunders' acquaintance; when I was in Ottawa, he was away in the West.



All things considered, Ontario may be regarded not only as the wealthiest and most largely populated, but also as the most desirable of the provinces of Canada. Its total area is 181,800 square miles, or upwards of 60,000 larger than the United Kingdom, and its population probably embraces one-fourth of the people of the whole

Dominion; still the density of its population is not equal to that of New Brunswick, Nova Scotia, or Prince Edward Island. None of the other provinces can raise the variety, quantity, and quality of the fruit that is found in the southern peninsula of Ontario, which is bounded on the west, south, and east by lakes Huron, Erie, and Ontario. So far as quantity of fruit is concerned, indeed, Ontario produces incomparably more than the whole of the other provinces combined. Its agriculture is more varied and important, and it is by far the richest of all the provinces in the domesticated live stock of the farm, in crops, in cultivated land, and in products of the forest. Ontario owns more than half the horses, and cattle, and swine, and nearly half the sheep, that are found in the whole Dominion. Originally it was one vast forest, as the northern part of it still is, and the sum of human toil expended in clearing the millions of acres of cultivated land must have been prodigious. This clearing was mostly done before the great prairies of the North-West were accessible or even known, and it is going on still under the impetus and momentum contributed by the increasing wealth and the limitless potentialities of the province. I think I have said enough to establish the statements in the first sentence of this paragraph, and I may pass on now to look at the province as a place to which the tide of British emigration may be directed.

The geographical position of Ontario, apart from its meteorological advantages, gives it important vantage ground, as compared with the North-West, in reference to European markets; yet in this respect it is, or ought to be, a trifle inferior to Quebec, or the Maritime provinces. It is well adapted—I speak now of the southern half of it—to the pursuit of mixed farming, of stock-breeding, root and grain raising, and dairy husbandry. We may well doubt, however, if its soil, on an average, is equal to that of Manitoba for the purposes named, while for wheat it cannot be compared. Land is dearer in Ontario than in Manitoba, but the markets are better. Manitoba, however, cannot compare with Ontario in variety of soils, in fruit, or in timber. Until recently, Manitoba has been regarded as suitable only for grain raising, while Ontario was the province *par excellence* for dairy farming. I have, however, already shown that she is coming forward in mixed and dairy farming, so that Ontario, with all her privileges, no longer possesses any special or distinguishing monopoly in this respect. I still think, however, that English farmers with, say, one thousand pounds capital, and upwards, will find homes more congenial to their taste in Ontario than in Manitoba. Many Ontarian farmers, with that restless spirit so common in America, and no doubt captivated by what they have heard of the North-West, are prepared to sell their farms, and to go out to Manitoba and Assiniboia. This tendency, together with the depressed times, has reduced the farms of the province in value, so that an Englishman's thousand pounds will now go farther than it would have done a few years ago. An English tenant farmer, preferring not to become a land-owner, may become a Canadian tenant farmer if he likes, for there are plenty of farms to let, with or without option of purchase, in Ontario.

The greater part of the Canadian beef and cheese sold in England is from Ontario, and while Canadian beef is fully equal to American in quality, the cheese of the Dominion is admitted to be decidedly superior to that of the States. The cooler climate of Canada, and her ability to raise better root-crops and pasture grass, have a good deal to do with the superiority of her cheese. A large quantity of butter is also made in Ontario, chiefly however for home consumption. The value of Canadian cheese exported, in 1886, was \$6,754,626, and of butter \$832,355, showing in both a very considerable falling off, which is relatively the largest in butter. There is, however, a much less falling off in volume than in value, because prices are lower

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than they used to be, and a larger volume of products is needed to realise a given aggregate sum. On various occasions I have travelled to a considerable extent in the eastern provinces, taking pains to make myself acquainted with the agricultural features and capabilities of the country. On the southern part of the province already alluded to in this section of my report, I have aforesaid spoken as follows:—

"This portion of Ontario may be regarded as the garden of the Dominion—literally as well as figuratively the garden—for it is here that apples, pears, grapes, peaches, melons, and the like grow in the greatest profusion, and with the least trouble on the part of the farmer. Every farm has an orchard, and it is purely the farmer's fault if the orchard is not an excellent one, for the climate and the soil are clearly all that can be desired, and the trees will do their share of the work provided the right sorts are planted. It is usual to plant out peach and apple trees alternately and in rows in a new orchard, and the apple trees are at a distance apart which will be right when they are full grown; this is done because the peach trees come to maturity first, and have done bearing before the apple trees require all the room; the peach trees are then cut down and the apple trees occupy all the room. These trees are planted in rows, at right angles, so that there is a clear passage between them whichever way we look, and the land can be freely cultivated among them; it is, in fact, usual to take crops of wheat, or oats, or maize, from the land during the time the trees are young, and we often see fine crops of golden grain overtopped by noble young trees laden with fruit. A farmer may not, of course, look to fruit alone to grow rich on, but he often nets a nice roll of dollars out of it, and to say the least, it is conducive to happiness to be well supplied with fruit, while to live in a climate and on a soil that will produce it abundantly is always desirable.

"There are many kinds of soil in this part of the province, most of which are fertile and easy to cultivate. The most common soils are loams of one kind or another, comprising all the varieties included in the terms sandy and clay loams, then, there are light soils of various kinds, clays and marsh soils, most of them more or less impregnated with organic matter. Many of these soils—I speak now of farms that have been long under cultivation—were at first well adapted to the growth of wheat, but it appears that in many places wheat has been grown so repeatedly on the land that it will no longer produce the crops of it that were formerly easy to obtain. The fact is, this one crop has been grown so very often that the land has become deficient in the elements necessary to it; the same land will, however, grow very good crops of other kinds—roots, clover, barley, peas, oats, and the like, while in some parts profitable crops of Indian corn are grown; the latter, however, is a most exhausting crop, even more completely so than wheat, but not so quickly, and can only be grown to profit on a rich soil and in a hot climate. The difference between the two crops is this:—Wheat exhausts a soil of certain elements, leaving the rest comparatively untouched; but maize is a generally exhausting crop, less dependent on special elements, but feeding, as it were, on all alike; and so it follows that it can be grown for a longer time before the land shows signs of exhaustion, which at last is so thorough that fertility is restored with great difficulty. There is, however, a great deal of good wheat land in Ontario, and much more of it to be cleared. The partially exhausted land, too, will come round again, and will grow wheat profitably as before, but it is only good farming that will bring this about. The farmers of Ontario declare that they would hardly have known what to do with their land if it were not for cheese-making, and particularly for the new cattle and beef trade with England. Wheat, wheat, nothing but wheat as a paying crop was simply exhausting the land, returning nothing to it; cattle raising paid poorly, because the demand was limited; and cheese-making could only be

profitably carried on in the districts suitable to it. But the demand arising in the old country for beef, and the improved means of transportation over the sea, have provided a new and profitable opening towards which the energies of the farmers are being directed. The raising of stock suitable to the English market is now a leading and profitable branch in this part of the Dominion, and it is encouraging to the cultivation of root and green crops, of clover, timothy, and other forage crops, of green corn, &c., for soiling. The growth and consumption of these crops, indeed, is the very practice that was needed to restore fertility to soils which had been injured by over-cropping with wheat.

"The Canadian dairy farmer has several important advantages over his English contemporary, not the smallest of which is this: he can grow at a very moderate cost very large crops of forage for winter use; clovers and timothy flourish well on most soils in Ontario, and I should say that rye grasses would also, though I did not find they were much employed, if at all, in the growth of forage. I think they might be used to advantage. It is also clear, from what I saw in many places, that he can raise abundant crops of swedes and mangolds, and very good ones of carrots, parsnips, and the like. Here, then, after the question of water, are the first requisites of successful dairy farming. A rotation of crops is just the system to re-invigorate the older soils of Ontario which have been over-cropped with wheat; and rotations work well in dairy farming. It is true that good natural pastures are scarce in the province, if indeed there are any at all which deserve the name from an Englishman's point of view (the best grass land I saw in Ontario was in the neighbourhood of London and on the way to Hamilton); but, as I have said, clovers, &c., grow well, and they will answer capitally for pastures for a year or two, a regular succession of them being provided, and it is a simple matter to produce a large supply of green corn—that is, maize before it comes to maturity—for soiling in summer when the pastures run out."

QUEBEC AND THE MARITIME PROVINCES.

In the province of Quebec, chiefly south of the Riv^{er} St. Lawrence, there is still a great deal of agricultural land available for settlement. The most inviting section of the province is that known as the Eastern Townships, bordering on the New England States. The land for the most part is well watered and timbered, suitable for dairying and stock raising, and for the growth of grass, green crops, roots, and such cereals as may be regarded suitable to what is meant by the abstract term "mixed farming." This district is being pretty rapidly settled, however, and the province, as a whole, does not offer inducements equal to those of some of the sister provinces for British emigrants. The valley of the St. Lawrence is, for the most part, well settled by our fellow-citizens, the French Canadians, who appear to regard the province of Quebec as being a land of promise. They are a plodding race, and have subdued a large area of uninviting country. They are now taking in hand more and more of the virgin soil of the province—clearing it of superfluous trees, and bringing it under cultivation. The province has attained considerable reputation for cheese- and butter-making, especially for the latter; and it seems to me advisable that such pursuits should be persevered with as leading and salient agricultural features. The formation of improved pastures may very properly occupy a good deal of attention—by draining wet soils, re-seeding such as require it, and top-dressing those that are inferior in condition.

And with respect to butter and cheese, the chief marketable products of dairy farms, it is a sufficiently determined fact that the best way of improving their average

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quality is to increase the number of cheese factories and creameries. Professor Arnold, the well-known American expert in matters appertaining to the dairy, holds the opinion that Canada is losing some \$5,000,000 per annum through defective methods of butter-making—want of care and skill in the management of milk and cream, and in the manipulation of the butter. The province of Quebec submits to her share of this loss, and her share is that of the lion. The wife of a Canadian dairy farmer has usually so much of general housekeeping work to do that she cannot properly attend to the products of the dairy, besides which she labours under the too common disadvantage of having inferior equipments and unfavourable accommodation. Skilled cheese- and butter-makers are more effectively employed in cheese factories and creameries, because they have control of large quantities of milk, and are supplied with the most approved equipments. It would appear that, at all events for purposes of export, cheese is a more attractive product than butter, in the regard of Canadian dairymen; for, while the export of butter from Canada has not increased for more than twenty years, the export of cheese has expanded to something like 800 per centum per annum. This is an enormous gain in the export trade in dairy products, but the gain is wholly on the side of cheese; and this result is attributable, in a great measure, to the superior reputation which the cheese of Canada has won in British markets as compared with that of the United States.

The Maritime provinces export dairy products to an extent which is insignificant in comparison with those of Quebec—and this statement applies with special aptitude to the province of New Brunswick. And yet there is a vast quantity of land in those provinces which could be made available for dairy-farming. Nova Scotia and New Brunswick are, in respect of soil and climate, well adapted to stock-raising and dairy-farming, and in course of time will no doubt go in for a quickened development of those pursuits. At present they are short of population, and the people they have are much employed in lumbering, shipbuilding, and fishing, to the disadvantage of agriculture. I have repeatedly seen in these provinces excellent crops of roots and of grass, and I know the land will respond to careful cultivation and generous applications of manure. Where such potentialities exist, argument is not needed to prove that the soil is well adapted to agricultural pursuits. It is true that a considerable proportion of the good land of these provinces remains, at present, covered with trees, and that the labour of clearing acts as a deterrent to settlement; and it is probable that they contain a great deal of land, also covered with trees, which has little or no agricultural value. But the geographical position of the Maritime provinces and their comparative nearness to European markets, as well as to those of the Eastern States of America, ought to give before long an impetus which will powerfully tend in the direction of agricultural development.

Prince Edward Island is more thickly, or rather less thinly, populated than either Nova Scotia or New Brunswick, but it has room for many more people still. It is an attractive spot in the ocean. Its soil for the most part is a sandy loam, which yields excellent crops of turnips, potatoes, oats, barley, and so on. The soil is naturally dry and friable, and therefore easy to cultivate. The island is singularly suitable for sheep, and its horses have a reputation superior, perhaps, to that of the equine quadrupeds of any other province of the Dominion, or any State of the Union. That the island is a healthy place is proved by the appearance of the people, who seem to me to lead lives which are tolerably free from care, and fairly supplied with contentment. The island does not appear to be as well known as it deserves to be to Europeans, with whom its communication is not sufficiently frequent and direct. I have no doubt that if it were better known it would be more widely appreciated, and would attract its share of British emigrants.

In the three Maritime provinces—New Brunswick, Nova Scotia, and Prince Edward Island—there is room for no end of emigrants, and it has often surprised me that a larger proportion of old-country people have not remained in these provinces instead of going farther west. It is no doubt true they are less thinly populated than any of the others, but there is no such thing as dense population anywhere in Canada, as it is understood on the European side of the Atlantic. Prince Edward Island has 51 inhabitants to the square mile, but New Brunswick has only 11, and Nova Scotia 21; while England and Wales have no less than 465. Consequently there is plenty of room in the Canadian provinces which are nearest to England as well as in those far away; and it seems to me that a good many emigrants ought to go to them.

In the province of Quebec there are 7·2 persons to the square mile, in Ontario 10·58, in Manitoba 0·52, in British Columbia 0·14, and in the North-West Territories 0·2. The Maritime provinces are, however, very small in comparison with the others. The provinces of Ontario, Quebec, and Manitoba are each of them respectively 60,685, 67,573, and 2,085 square miles larger than the United Kingdom; and British Columbia is nearly thrice as large. The area of the United Kingdom is 121,115, while that of the Dominion is 3,610,257 square miles. Canada, indeed, is larger than the United States, nearly as large as the whole of Europe, and almost thirty times as large as Great Britain and Ireland. Her population, according to the census of 1881, was 4,323,810, so that, as will be noticed, there is room enough and to spare for the surplus population of Europe within the limits of the Dominion.

The free grants of land available in the Maritime provinces are, it is true, covered more or less with timber, and this no doubt is, and for some time to come will remain, a hindrance to emigration; but there are still many farms partly cleared which may be bought on reasonable terms. In the beautiful valley of the noble St. John river in New Brunswick there are numbers of desirable farms that may be bought at a rate which ought to tempt many British farmers, and the same may be said of the great and fertile district around the Bay of Fundy, in the province of Nova Scotia, and also in New Brunswick. In the neighbourhoods of Sackville, Kentville, Windsor, Grand Pre, and elsewhere within the influence of the remarkable tides of the bay, there is to be found the best grass land on the American continent. Some of the best of it has been sold, in times gone by, for as much as \$400 (or £80) per acre; but agricultural land in Canada, as in all other countries, is worth much less money now than it used to be. The wave of depression which has swept in recent years over the face of the whole earth, leaving its wreckage everywhere, has not passed Canada by; and the effect of it is seen in the two following paragraphs, which I have taken from the "Statistical Abstract and Record of the Dominion":—

TRADE AND COMMERCE.

"The total value of imports and exports, and amount of duty collected in 1886, as compared with 1885, was as follows:—

		Imports.	Exports.	Duty Collected.
1885	...	\$108,941,486	\$89,238,361	\$19,133,559
1886	...	104,424,561	85,251,314	19,448,123

There was, therefore, a decrease in the value of imports of \$4,516,925, and in the value of exports of \$3,987,047, and an increase in the amount of duty collected of \$314,564.

"The extreme depression of trade which has prevailed almost all over the world during recent years, has been more or less felt in Canada, as is apparent from the following figures:—

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Excess of total trade of 1883 over 1884	...	...	\$22,536,287
" " 1884 " 1885	...	...	9,623,692
" " 1885 " 1886	...	...	8,503,972

The decline in 1886 was less than in 1885, and in conjunction with the trade returns for the current year, which exhibit gratifying results, and with reports of renewed commercial activity from other countries, may fairly be taken as an indication that the depression is passing away."

This depression in trade is found to be reflected in agriculture, the two being interdependent to a great extent; yet, at the same time, my impression is that Canadian farmers have not been so badly bit, have not lost so much money, and are not now so despondent as farmers in the old country. As a matter of fact, in-calf cows for spring, and store cattle generally, and horses too, are actually worth more money to-day in Canada than they are in England. I am writing these words on November 1, 1887.

PUBLIC INDEBTEDNESS.

"Owing to the increase in population, the proportion of the debt to population has, it will be noticed, not been more than doubled since Confederation, though the debt itself is three times the amount it was in 1867. The net amount of interest paid in 1868 was \$1.29 per head; in 1879, \$1.59; and in 1886, \$1.63, being an increase in the last seven years of only 4 cents per head, notwithstanding the large increase in the amount of the debt. The public debt amounts to nine cents per acre of the whole Dominion. In the United States the debt is 73 cents per acre of the whole country, exclusive of Alaska. In the United Kingdom it is \$46.60 per acre. If all the land fit for settlement in the North-West Territories was to be sold at the rate of \$1 per acre, the proceeds would more than pay off the whole gross debt. If the Territories and British Columbia were to be put on one side, and the debt spread over the remaining six provinces, it would require only an assessment of 64 cents per acre to pay it off."—[Statistical Abstract].

The public debt of Canada has been contracted chiefly for works which develop the country's resources; and, indeed, the object is a sufficient one, and Canada can well bear a debt, for her natural resources are great and inexhaustible.

CONSUMPTION OF TEA AND SUGAR.

"The consumption of food is the best of all measures 'of a nation's prosperity,' and the consumption of the two articles of tea and sugar per inhabitant is generally considered by statisticians as the best indication of the people's condition. A comparison of the figures relating to the consumption of these articles in Canada will serve to show that, judged by this test, the country has made and is making satisfactory progress in the accession of wealth. In 1868 the consumption of sugar was 15 lbs. per head, in 1877 it was 23 lbs. per head, and in 1886 it was 37 lbs. per head. According to the most available returns, the consumption per head was larger in 1886 in Canada than in any other country with the exception of the United Kingdom and the United States, where the amount was 72 lbs. and 43 lbs. respectively. It will be seen that the consumption has increased 146 per cent. since 1867. On the amount consumed the duty was at the rate of 1½ cents per lb. in 1868, 2½ cents in 1877, and 1½ cents in 1886. The figures relating to the consumption of tea indicate in the same favourable manner the increase of wealth. In 1868 the consumption was 2 lbs. per head, in 1877 it was 3½ lbs. per head, and in 1886 it was 4½ lbs. per head. According to Mulhall, the consumption in tea in England was not quite 5 lbs. per head."—[Statistical Abstract].

WAGES.

The following table of wages, copied from the *Statistical Abstract*, will indicate the places to which artisans, and servants of all classes, will be well advised to go.

Numbers of such emigrants leave the shores of England almost every day, and many of them have only nebulous ideas as to where they are going or ought to go, and to these the tables will be a guide at once definite and reliable:—

WAGES IN CANADA, 1886.

DESCRIPTION OF LABOUR.	AGENCY.									
	Halifax, N.S.	St. John, N.B.	Montreal, Que.	Ottawa, Ont.	Toronto, Ont.	London, Ont.	Winnipeg, Man.	Brandon, Man.	Qu'Appelle, N.W.T.	Victoria, B.C.
Farm labourers per day without board...	\$ cts. 1 00 to 1 50	\$ cts. 1 20 to 1 50	\$ cts. 1 00 to 1 25	\$ cts. 12 00 to 15 00	\$ cts. 1 00 to 1 25	\$ cts. 1 00 to 1 50	\$ cts. 1 25	\$ cts. 1 00 to 2 00	\$ cts. 1 50	\$ cts. 1 50 to 2 00
Farm labourers per week and board...	4 00 " 5 00	3 00 " 4 00	15 00 " 25 00	...	3 00 " 3 50	3 00 " 4 00	2 00 to 5 00	4 00	5 00 to 6 00	6 00 " 7 50
Female farm servants and board per month...	5 00	5 00 " 7 00	6 00 " 10 00	6 00 to 8 00	5 00 " 8 00	6 00 " 8 00	4 00 " 12 00	8 00 to 12 00	10 00 " 16 00	12 00 " 20 00
Masons per day with out board...	2 50	2 25 " 2 50	1 50 " 2 00	2 50	2 00 " 3 00	3 50	2 00 " 5 00	3 00	3 50	3 50 " 4 50
Bricklayers "	2 50	2 50 " 2 75	1 50 " 2 00	2 50	2 00 " 3 00	3 50	2 00 " 5 00	3 00	3 50	3 50 " 4 50
Carpenters "	1 00 to 2 00	1 50 " 1 80	1 50 " 2 00	1 75	1 75 " 2 50	1 25 to 1 75	1 50	2 00 to 3 00	2 50	2 50 " 3 50
Month men per month...	15 00 " 20 00	15 00 " 18 00	22 00 " 28 00	12 00 to 25 00	12 00 " 18 00	...	...	12 00 " 3 00	12 00 to 3 00	12 00 " 3 00
Shipwrights per day...	1 50 " 2 25	1 50 " 2 00	1 50 " 2 00	...	1 50	1 50 to 1 75	1 50	2 00 to 3 00	2 50	3 50 " 4 50
Smiths "	1 50 " 2 00	1 50 " 2 00	1 50 " 2 00	...	1 25 " 2 00	1 50 to 1 75	00 to 2 75	2 00 " 3 00	2 50	3 50 " 4 00
Wheelwrights "	1 25 " 2 00	2 00 to 3 00	1 25 " 1 50	1 00 to 1 50	1 25 " 2 00	1 50 " 1 75	...	...	...	...
Gardeners, with board per month...	14 00 " 18 00	12 00 " 16 00	20 00 " 25 00	16 00 " 20 00	15 00 " 16 00	15 00 " 18 00	12 00 " 16 00	15 00 " 20 00	...	...
Gardeners without board per day...	1 00	20 00 " 25 00	1 00 " 1 25	1 25	1 50	1 00 " 1 50	...	1 50 " 2 50	...	...
Female cooks per month...	6 00 to 12 00	10 00 " 15 00	8 00 " 10 00	8 00 to 13 00	10 00 to 12 00	10 00 " 12 00	10 00 to 18 00	15 00 " 25 00	20 00 to 40 00	...
Laundresses "	7 00 " 8 00	10 00 " 12 00	8 00 " 10 00	8 00 " 9 00	8 00 " 9 00	9 00 " 12 00	...	12 00 " 18 00	...	...
Female domestics "	4 00 " 7 00	6 00 " 9 00	5 00 " 10 00	6 00 to 8 00	6 00 " 9 00	7 00 " 9 00	5 00 to 12 00	8 00 " 12 00	12 00 to 20 00	All Chinese.
General labourers per day without board...	1 00 " 1 50	1 30 " 1 50	1 00 " 1 25	1 25	1 25	1 00 " 1 37	1 00 " 1 50	1 25 " 1 50	1 50	1 00 " 1 50
Mitners per day...	1 00 " 2 00	1 50 " 2 50	1 50 " 2 00	0 70 to 1 25	1 25	...	1 75 " 3 00	1 50 to 2 50	...	2 50 " 3 00
Millhands "	0 60 " 1 00	1 25 " 2 00	1 00 " 1 50	1 00 " 1 50	1 25 to 2 00	...	1 75 " 3 00	1 50 to 2 50	...	2 50 " 3 00
Stage drivers "	50 00 " 60 00	36 00 " 45 00	30 00 " 40 00	30 00 " 40 00	30 00 " 40 00	...	3 00 " 5 00	2 50 to 4 00	...	3 50 " 4 00
Saddlers "	1 00 " 1 50	1 00 " 1 50	1 25 " 2 00	1 00 " 1 25	1 25 to 1 75	1 00 to 2 00	1 25 " 2 25	2 00	2 50	2 00 " 2 50
Bootmakers "	...	1 50 " 2 00	1 25 " 2 00	By piece.	1 25 " 2 00	1 50 " 2 00	1 50 " 2 00	2 00	2 50	2 00 " 3 00
Tailors "	10 00 to 13 00	1 50 to 2 00	1 00 " 2 00	...	1 50 " 2 00	1 50 " 1 75	2 00	2 00	2 00	2 50 " 3 00

† Per week.

† Per day.

* Per month.

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have struggled bravely on year after year, only to find themselves poorer at the end of each successive one than they were at its beginning. These people would soon find themselves in comfortable circumstances in Canada, providing they could take some capital along to give them a start. I am convinced that many English, and Irish, and Scotch, and Welsh farmers would prosper in Canada if they would work there as they do here, and live as carefully. All the same, I am aware that they would have to face new sets of conditions which would tax their ingenuity and adaptiveness for a time; and I do not for a moment underestimate the wrench to feelings which occurs when a man "pulls up stumps" and makes away for a new country, far away from old friends and old associations. Thousands, however, have done it, and survived, and thousands more will have to do it.

I am not one of those who expect British agriculture to become again, in our time, what it was a dozen years ago. My confirmed belief is that we must expect, for a long time to come, an average of prices for agricultural products which will be decidedly low as compared with that of 1870-75. A spurt may now-and-again occur, but this will be the result of a temporary disturbance of things somewhere, and will not last long. A big European war, for example, or an abnormal drought on an enormous scale in America, or some other erratic ebullition in nature, may cause a fillip one of these days, but it will not do to calculate on any such thing, much less depend upon it. We must, in fact, make up our minds that we will settle down to the new order of things which steam has thrust upon the world, and make the best of it; and the question arises—*where* can we make the best of it? The arable soils of England have to meet the competition of the North-West of Canada and of India, and railways are opening up new districts every day and intensifying the competition. The stale plough-lands of old countries fare badly against virgin soils abroad, where no rents are wanted and very few taxes. Rents and manure bills, rates and taxes, will kill any arable farmer in England as things are. The soils of the old country are twice as difficult to cultivate as those of the new; some of them are very much more so than that. There is too much expense on British plough-lands, but grass-lands may weather the gale. But, in any case, the world's competition will increase as the years roll on, new steamships will be built, new railroads laid down. Each country will become the possible market of every other, to an extent which has no limit as to distance, and in this way a vast levelling process is going on. To this process we must all bow; we cannot stop it; and we dare not if we could.

The landowners of Britain feel the strain, and the farmers feel it too; the strain, indeed, is greater than many can bear. Where relief is to come from, no man can pretend to say. Will any effectual relief come to us? or must we go to the relief? Tenant farmers, and farm labourers may pack up their traps and go if they like; but how about the landowners? Those who pay for land a rent are not anchored to the land; or if they are they can lift the anchor or slip it. But the owner ~~is~~ anchored to it, and he, at all events, has no chance to move. The agricultural land of the British Islands is now going through a process which will make it harmonise a little better in price with land in other countries, and the process is one of "climbing down;" it is, moreover, a process which may go on for some time to come. This, as it seems to me, is the tendency of the period, and I must leave British farmers to interpret it as they please.

I have purposely avoided calculations as to the cost of raising wheat, or cattle, or fruit, or anything else in Canada, because such calculations, however interesting they may be, are seldom conclusive. At the best they can only be approximative, and applicable in certain instances, because so much depends on different soils,

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again, in our e must expect, ets which will now-and-again gs somewhere, ormal drought ion in nature, e on any such minds that we upon the world, the best of it? North-West of every day and tries fare badly y taxes. Rents gland as things as those of the o much expense in any case, the s will be built, market of every his way a vast cannot stop it;

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wheat, or cattle, ever interesting approximative, different soils,

different seasons, different men; on the cost of land, of implements, of teams, and so on; on the yield and the quality of crops, on labour, the value of money, and a hundred other things almost, each of which is a factor, more or less potent, in the cost of production. I have seen such calculations, and know what uncertain guides they are; so that I prefer to advise emigrants to attend well to their work, to the cultivation of the soil, the management of stock, the care of premises, implements, fences, and so forth—on the principle that by taking care of the pence the pounds will take care of themselves. It is certain that, all other things being equal, some men will get on better than others in Canada, as indeed they will anywhere else; this depends on the men, and I have already illustrated this phase of the question. This, indeed, may be said, that, in Canada as much as in any other country, industry is the mother of plenty, and idleness will cover a man with rags.

JOHN PRINCE SHELDON.

CANADIAN GOVERNMENT AGENCIES.

ALL PERSONS desirous of obtaining information relating to Canada, can make application to the following Agents

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"	Mr. J. COLMER, Secretary, High Commissioner's Office, and Mr. C. C. CHIPMAN, Assistant Secretary (address as above).
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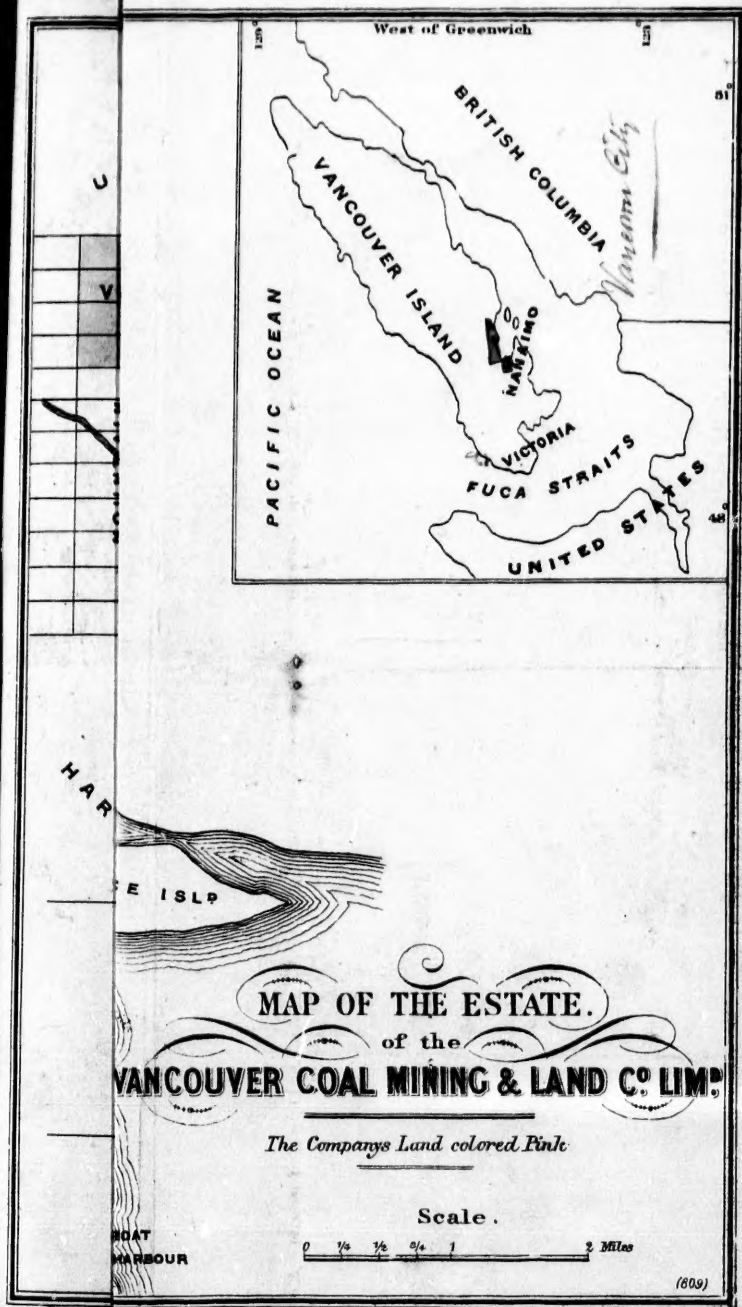
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Government
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VANCOUVER COAL MINING &
LAND COMPANY'S ESTATE

Chase River

HAREWOOD

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CRANBERRY

LASCELLES
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VANCOUVER COAL MINING &
LAND COMPANY'S ESTATE

Part of
4828 Acres

CRANBERRY
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DEPARTURE
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WHARVES

NEWCASTLE
MINE

FITZWILLIAM
MINE

NEWCASTLE
ISLAND

752 Acres

PROTECTION
ISLAND
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PIT
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SLOPEHEAD

Indians
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MAP OF THE ESTATE.
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VANCOUVER COAL MINING & LAND CO. LIM^d

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